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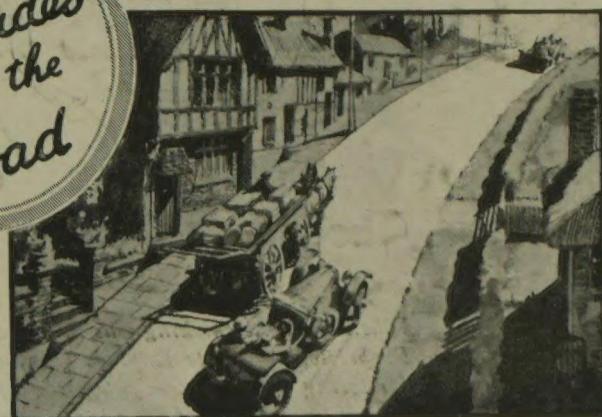
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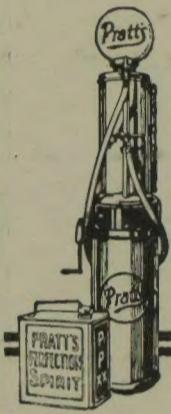
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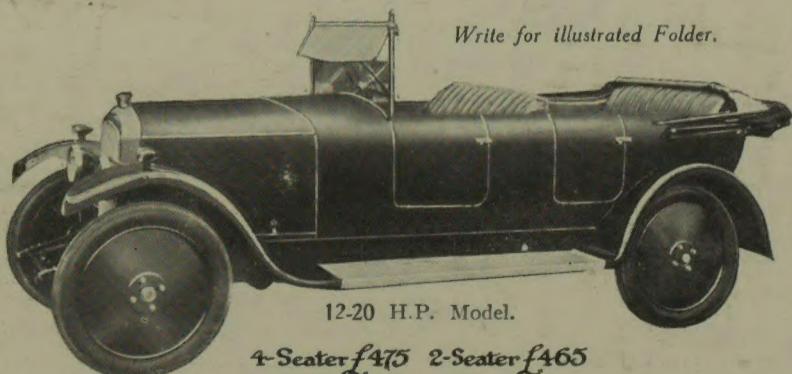
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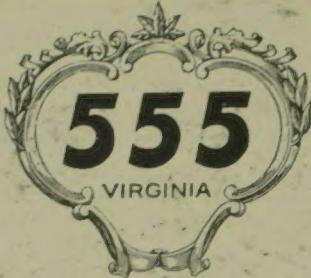


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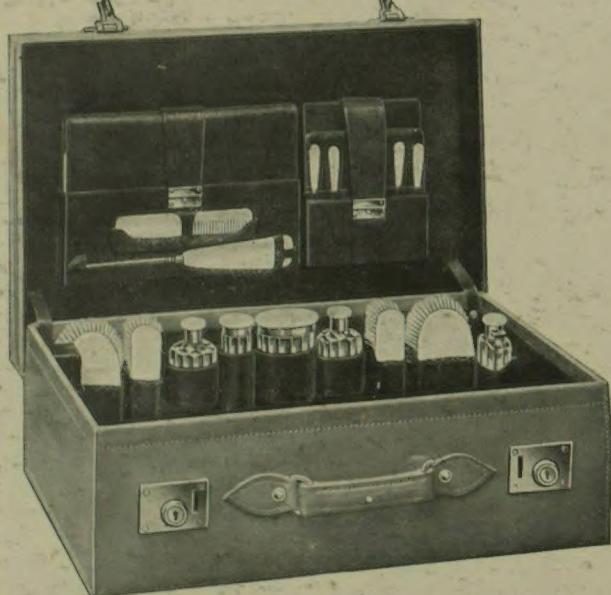
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Smart Sports Knitted Skirt in checked marl effects, all-wool, shaped round hips and waist, fashioned on good straight-hanging lines. Colours: Lemon/Putty, Black/White, Mauve/Grey, Nigger/Putty, new Green/Putty.

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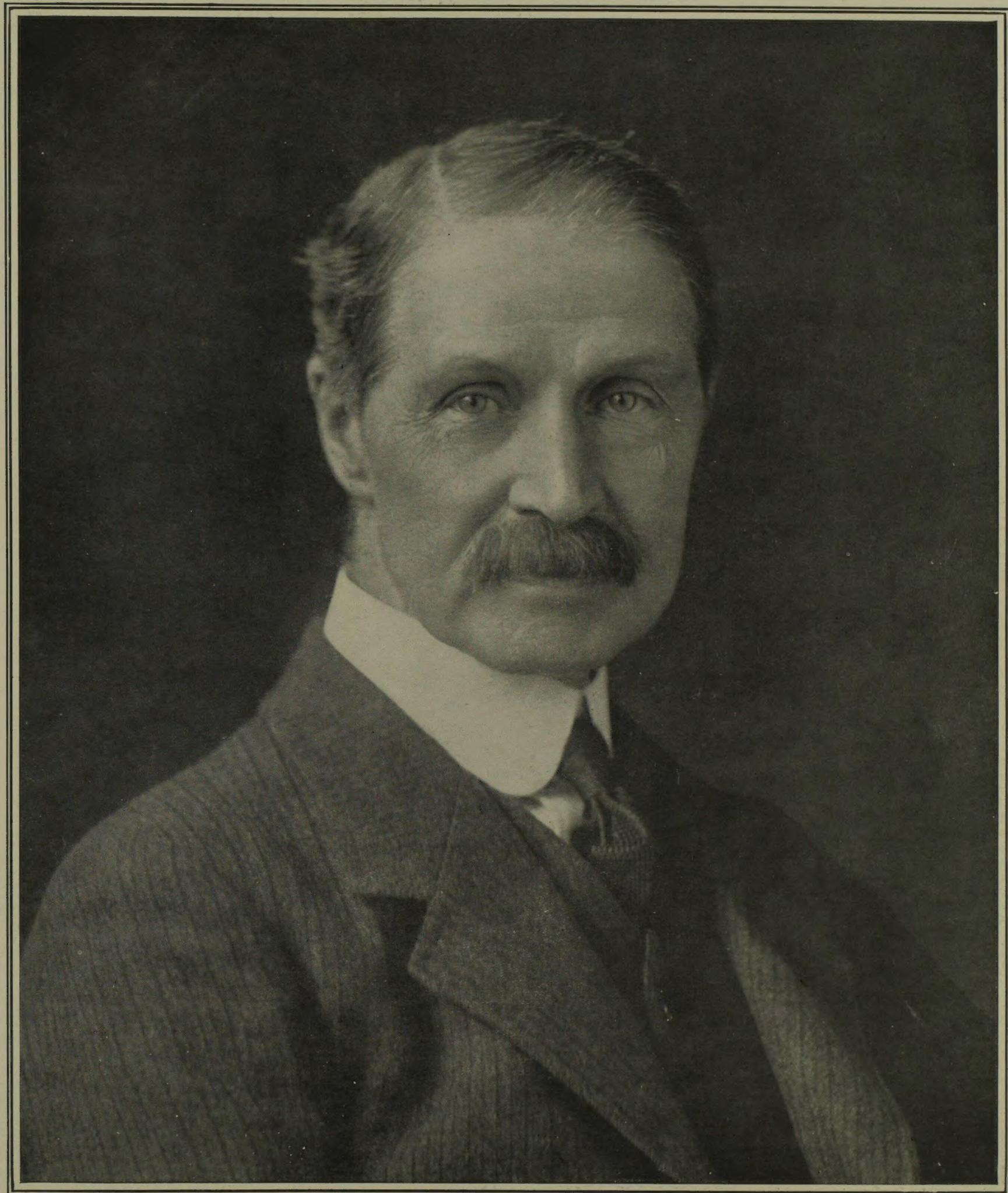
THE ILLUSTRATED LONDON NEWS



REGISTERED AS A NEWSPAPER FOR TRANSMISSION IN THE UNITED KINGDOM AND TO CANADA AND NEWFOUNDLAND BY MAGAZINE POST.

SATURDAY, MAY 26, 1923.

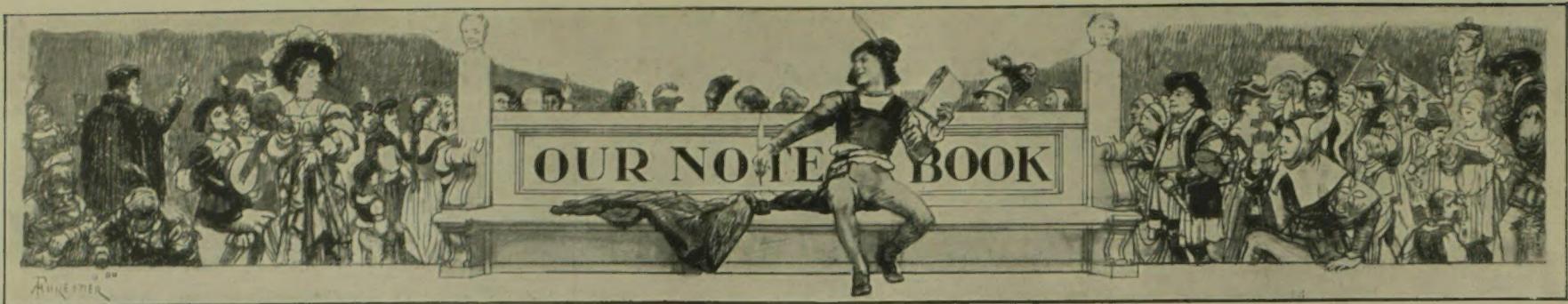
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COMPELLED TO RESIGN THE PREMIERSHIP OWING TO ILL-HEALTH: THE RT. HON. ANDREW BONAR LAW, P.C., M.P.

The country heard with genuine regret, in which all parties shared, that Mr. Bonar Law had been compelled by ill-health to resign his position as Prime Minister, which he had held for so short a time. It may be recalled that when he accepted office, he indicated the possibility that he might not prove physically equal to the task. It had been hoped that his recent holiday rest abroad would have enabled him to continue his work, but immediately after his return, on May 19, his medical

advisers issued the following bulletin: "In spite of his rest, the Prime Minister's voice is still unsatisfactory. We are unable to promise improvement within a reasonable time. The state of the Prime Minister's general health is not good." On the 21st he had a slight operation on his throat. Mr. Bonar Law has represented the Central Division of Glasgow since December 1918. He was a Member of the War Cabinet, and a Plenipotentiary at the Peace Conference.



By G. K. CHESTERTON.

MOST of us who know any history have grown sceptical about the phrases common in historical novels. Even when they denote something definitely true, they commonly connote something indefinitely false. This applies to phrases about jolly abbots, about gentle hermits, about all sorts of picturesque figures. They are not so much unreal as unrealised. It applies to the common phrase about robber barons. There were men in mediæval society, especially on the edges of that society, to whom such a description would really apply: Renaud de Chatillon, the raider in Palestine, is an example; and many of the Scottish nobles in the feudal chaos before the final settlement of the Scottish crown. But to read some of the romantic histories, one would suppose that only robbers were allowed to be barons—or possibly that all barons were expected to be robbers. It is to be assumed that in those days the criminal classes had somehow become an aristocracy without ceasing to be a criminal class, and that Raffles was the only burglar as well as the only householder. But, however this may be, there are certain inferences from the phrase that are of more practical importance at the present time.

Whatever might be said about a robber baron, it may be presumed that those who commonly had to address him as a baron did not address him as a robber. The nearest earl or viscount would appeal to him affably as "My dear baron," and not as "My dear brigand." His French valet or cook would address his remarks to M. le Baron and not to M. le Bandit or M. le Voleur. Official letters addressed to him would not begin with "My dear thief," or any such playful allusion. In short, the predatory profession, if it was a profession, was not one that was publicly professed. All that we can say is that the conditions of the times permitted of feudal chieftains seizing advantages that might not be allowed, or even attempted, under the more complex legal system of later times. Robbery was not recognised; robber barons were not recognised; but barons sometimes escaped punishment for types of robbery which we, at any rate, claim to punish. This at least is quite tenable and may be quite true; but if we assume it to be true, there follows a rather interesting and curious comparison.

For if this is the sense in which there were robber barons then, it is precisely in this sense that there are robber barons now. There are at this moment many men rich and respected, and often titled, who openly do things for which they could have been punished in the time of the mediæval barons. By mediæval law a man who made a corner in some common object of consumption was condemned to the pillory; in some countries he was condemned to the gallows. The man whom we now call a Trust Magnate would be an ordinary criminal by mediæval morality, as much as the wildest robber baron of romance could be a criminal by modern morality. We also do not insist in so many words on the financial operation, as if it were an official honour. We do not call a man Lord High Forestaller or Chief Freezer-out. We do not give a money-lender the ceremonial title of Mr. Usurer Moses. In that sense the modern scandals and the mediæval scandals are alike unofficial and unauthorised. But the moderns go much nearer than the mediævals to such an avowal, in using popular titles like the Salt King or the Steel King. These are practically confessions of cornering, and they would seem to a mediæval conscience like the title of the Poison King or the Torture King. I am not maintaining that we are wrong in being shocked at what was wicked in the Middle Ages; I am only pointing out that there are things in our society at which the Middle Ages would have been shocked, and things which they would have quite sincerely thought wicked. It is, to say the least of it, tenable that they would be right in being shocked. But I fear there are many moderns who would be sincerely shocked at their being shocked.

It is only against bigotry of that kind that I have ever urged the claims of the mediæval culture. I have never maintained that mediæval things were all good; it was the bigots who maintained that mediæval things

were all bad. Yet I find myself frequently referred to as one who looks back to a Golden Age of Guilds which was a heaven for all humanity, or to a Merry England in which men were merry, without a moment of melancholy, for all their lives. And this interests me a little, because it involves a curious trick or fallacy which is often used against those who think as I do.

There is a certain kind of critic who has reached an intermediary position in this matter of our mediæval past; there was a very good example of it in a recent review of a Life of St. Bernard. There are critics who have passed through the whole process of discovering that there is something to be said for the past, without paying any attention to what is really said for it. Having only just realised the truth, they fall back on charging us with idealising it. They began by being

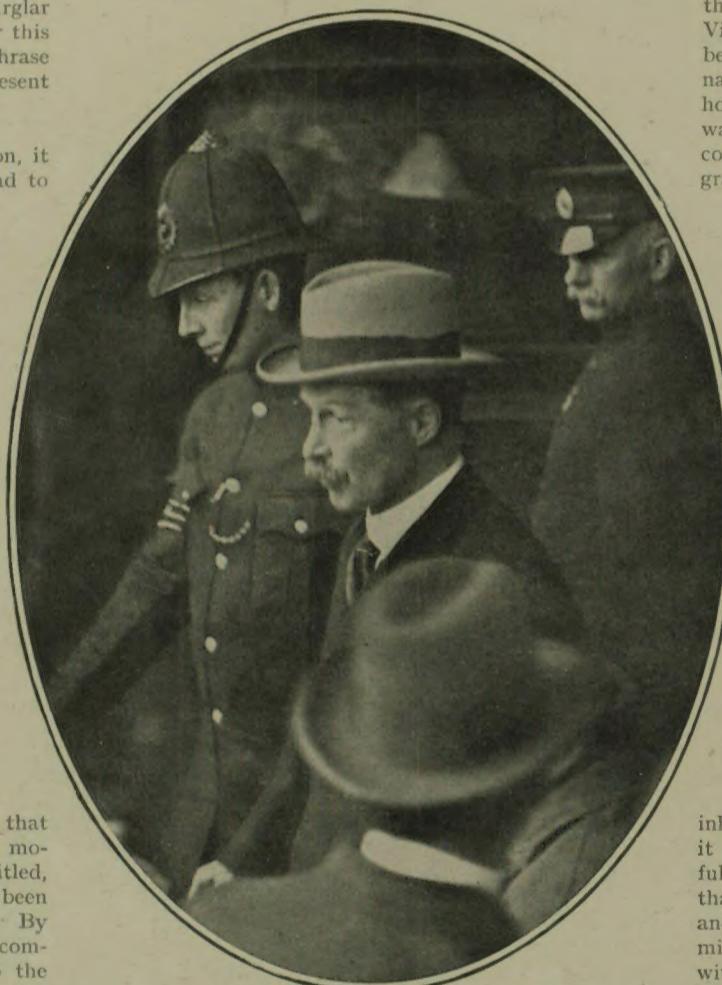
women. Then the fun begins—I mean, then the curious thing happens. Mr. Brown then turns round on Mr. Smith with an air of plain candour and good sense, and says: "The truth is your ideal Victorians were just like anybody else. Some of them were good, some bad, some hopeful, some hopeless; they were ordinary human beings, and not, as you say, gods of golden perfection and wisdom, giants a hundred feet high, magicians ruling the sun and stars. You may think they were perfect and infallible; but I tell you they were only—" And Brown proceeds to tell Smith that Victorians were only what Smith had always said they were, and Brown had originally denied that they could possibly be.

I have myself known two cases in which this curious intellectual antic has been performed by my own antagonists; one is this case of mediæval civilisation, and the other is the problem of the Jews. In the latter case, my friends and I originally shocked the Victorian conventions by saying that the Jews should be recognised as a separate nation, with their own national virtues and vices. Our critics howled with horror at the very suggestion that Benjamin Disraeli was not as English as the English primrose. A long controversy ensued, in the course of which they were gradually induced to listen to reason. But our critic

invariably ended up by saying, with undiminished self-satisfaction, "The truth is, Jews may be different from us; but, after all, they have their good points and their bad points, just like Frenchmen and all sorts of foreigners. We must be broad-minded; they aren't all horrible heartless devils, as you say they are."

Needless to say, I never said anything of the sort. I never said anything except the very thing he is himself saying. But when I first said it, he maintained that what I said was nonsense; and, now that he has found out for himself that it is sense, he chooses to say that I must have said something else. He makes a caricature of my caricature of the Jew, without even looking at it to see whether it was a fair portrait; and later, when he sees the same portrait, he points it out to me as a model without even remembering that it is mine.

As it is with the blackening of the Jews, so it is with the whitewashing of the Middle Ages. The critic began by saying that the mediæval period was black and hopeless and inhuman, and was gradually forced to admit that it contained elements that were bright and hopeful and humane. Having been driven to admit that mediæval things were mixed of good and evil, and to abandon his own view that they were unmixed evil, he then turns round and accuses me, without a shadow of reason, of saying that they were unmixed good. Because I deny the universal generalisation that the Dark Ages were dark, he argues that I must be denying that the Black Death was black. Because I point out to him that mediæval life produced many gaudy colours and gay stories, he assumes that I am trying to prove that black is white and that the story of the starving Ugolino is gay. He implies that I represent all mediæval sciences as if they were as gay as the Gay Science, merely because he himself has only just left off describing all mediæval arts as if they were as black as the Black Art. Nothing will induce him to believe that I never claimed any more for mediævalism than he himself is really obliged to concede to it. I only claimed that the age was as human as our own and in some points happier, though possibly in other points less happy. It is quite true that I think mediævalism can teach modernism a great deal of saving common-sense. But when he tells me that I have merely imagined my Golden Age of mediævalism, I know it is the other way round. He has merely imagined my Golden Age of mediævalism. He has merely imagined that I imagine it. My Utopia is not mine, but his; it is the creation of his imagination, re-shaping not only mediævalism, but modern ideas about mediævalism. This mediæval Earthly Paradise is, indeed, the shadow of a shade. It has only a reflected and indirect existence in any case. It does not exist at all except as something which he thinks that I think, and that only because he has never thought of really thinking about whether I think it or no.



THE PREMIER'S RESIGNATION: MR. BONAR LAW ARRIVING AT VICTORIA ON HIS RETURN FROM ABROAD.

Mr. Bonar Law, whom ill-health has unfortunately compelled to resign, returned to London from Paris on May 19. He had been spending two or three weeks abroad in the hope of recovering sufficiently to carry on his work as Prime Minister; and during his tour he visited Algiers, Genoa, Aix-les-Bains, and Geneva.

Photograph by L.N.A.

surprised to find any light in the Dark Ages, and now they seem to be surprised at finding any shadows.

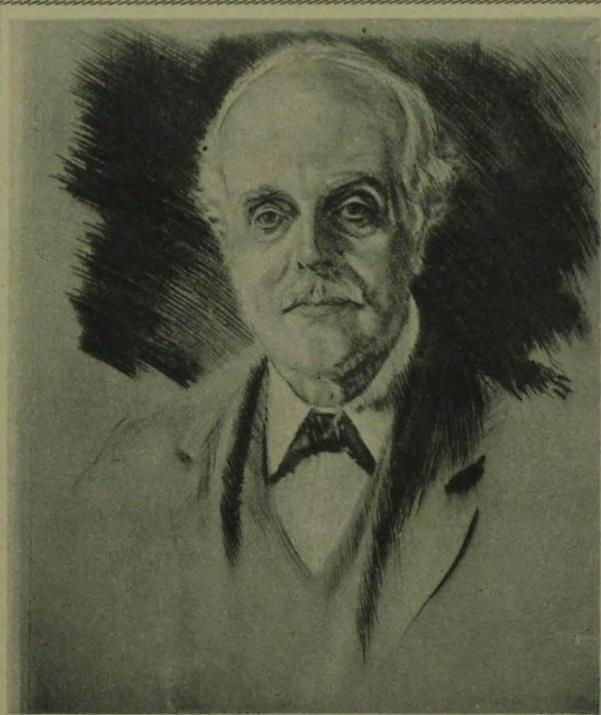
This is, indeed, the verbal trick which is applied to the problem. It consists of first refusing to listen to a reasonable view, then being forced to accept it, and then boasting of it and accusing those who originally held it of having held something else—generally something that no human being could ever possibly have held. In this case, let us say, Mr. Brown is fixed in the belief that the Victorian Age was vile and miserable, and without a glimmer of human hope. Mr. Smith assures him that it was not so bad as that; that it contained many healthy elements, happy homes, and hopeful writers. A long controversy ensues between Smith and Brown, in the course of which Brown is gradually induced to admit that Browning had his more optimistic moments, that Dickens had his more convivial scenes, and generally that Victorians were not vampires but men and

THE NEW PRIME MINISTER; AND SUGGESTED "CANDIDATES."

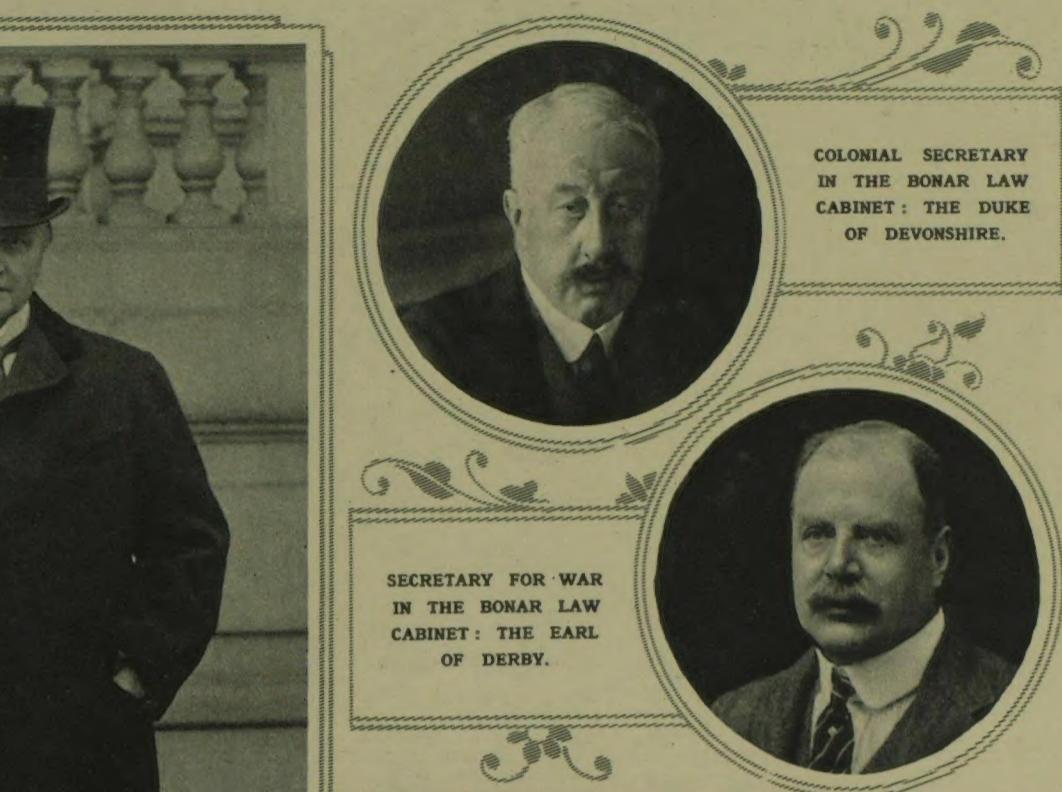
PHOTOGRAPHS BY LAFAYETTE, HUTCHINSON AND RUSSELL, WALTER STONEMAN, F.R.P.S., AND C.N. PORTRAIT OF LORD BALFOUR FROM A DRY-POINT BY WALTER TITTLE;
PHOTOGRAPH BY KEYSTONE VIEW CO.



MR. BALDWIN'S PRINCIPAL "RIVAL" FOR THE PREMIERSHIP: MARQUESS CURZON, FOREIGN SECRETARY; WITH MARCHIONESS CURZON.



THE VETERAN UNIONIST LEADER WHO WAS CONSIDERED A POSSIBLE SUCCESSOR TO MR. BONAR LAW: THE EARL OF BALFOUR.



COLONIAL SECRETARY
IN THE BONAR LAW
CABINET: THE DUKE
OF DEVONSHIRE.

SECRETARY FOR WAR
IN THE BONAR LAW
CABINET: THE EARL
OF DERBY.



THE NEW PRIME MINISTER: THE RIGHT HON. STANLEY BALDWIN, M.P., PREVIOUSLY CHANCELLOR OF THE EXCHEQUER.

The vexed question that suddenly arose, on the resignation of Mr. Bonar Law, as to who should succeed him as Prime Minister, was settled on May 22, when Mr. Stanley Baldwin, M.P., Chancellor of the Exchequer, was summoned by the King, and agreed to form a Government. The choice had been considered to lie mainly between Mr. Baldwin and Marquess Curzon, Foreign Secretary, but one factor in the situation was that under present political conditions it would be difficult to have as Premier a Member of the House of Lords. The Duke of Devonshire and the Earl of Derby had also been suggested in some quarters.

Mr. Baldwin's rise to the chief office in the State has been a rapid one, and it is only recently that he has become prominent, as Chancellor of the Exchequer, by his Budget, and a few months before by his visit to the United States in connection with the British debt. He is a son of the late Mr. Alfred Baldwin, M.P., and was born in 1867. In 1916 he became Parliamentary Private Secretary to Mr. Bonar Law; and the next year a Junior Lord of the Treasury and Joint Financial Secretary. In 1921-2 he was President of the Board of Trade. He was formerly a member of Messrs. Baldwin's, Ltd., the well-known ironfounders.

THE CAMERA AS RECORDER: NEWS BY PHOTOGRAPHY.

PHOTOGRAPHS BY SPORT AND GENERAL, TOPICAL, AITKEN, AND L.N.A.



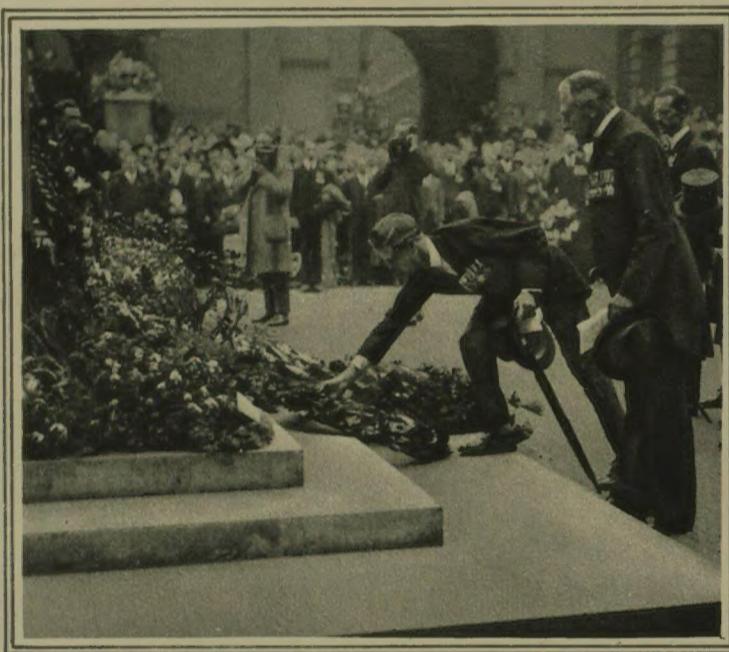
NEWCOMERS FROM INDIA ON LONDON POLO GROUNDS: THE TIGERS TEAM BEATEN BY HURLINGHAM BY 7 GOALS TO 6.



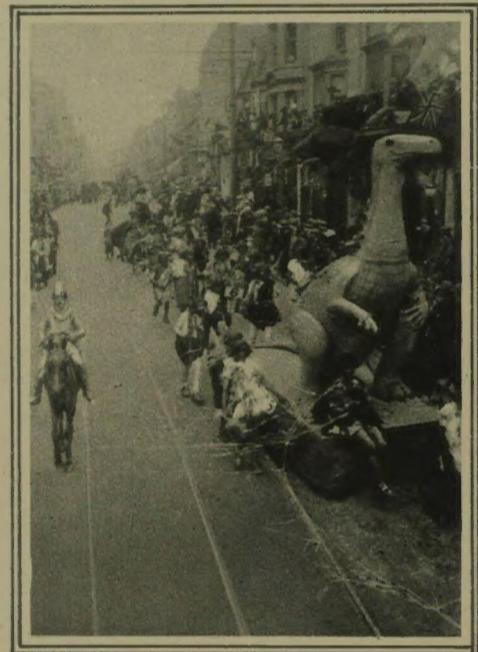
RECENTLY RELEASED AFTER CAPTURE BY THE BOLSHEVISTS: THE CREW OF THE HULL TRAWLER "JAMES JOHNSON" ON ARRIVAL AT NEWCASTLE.



THE WHIT MONDAY CARNIVAL AT HASTINGS: A TABLEAU CAR IN THE PROCESSION.



THE PRINCE OF WALES AT THE CENOTAPH WITH EARL HAIG: H.R.H. DEPOSITING A WREATH ON BEHALF OF THE BRITISH LEGION.



THE WHIT MONDAY CARNIVAL AT HASTINGS: A PREHISTORIC MONSTER.



EEL PIE ISLAND RIVER PAGEANTRY: ROWING THE PIE ROUND THE ISLAND BEFORE LANDING IT, ACCORDING TO ANCIENT CUSTOM.

The Indian Tigers polo team, consisting of Count Jean de Madre (No. 1), Major Jaswant Singh (No. 2), Colonel Jogindra Singh (No. 3), and Major E. G. Atkinson (back), played their first match in London at Ranelagh on May 19, against the Eaton team, who won by 10 goals to 4. On the 21st the Tigers met Hurlingham in the opening match of the season there, and were beaten by 7 goals to 6.—It was recently stated in the House that the Soviet Supreme Court had decided to release the British trawler "James Johnson," captured off Murmansk, on payment of a fine of 500 gold roubles, and that all the detained British trawlers could be considered free. Our photograph shows the crew of the "James Johnson" on board the Norwegian ship "Jupiter" on arriving at Newcastle-on-Tyne.—On



A LABOUR MEMBER WINS THE DUNMOW FLITCH (NOW TRANSFERRED TO ILFORD): MR. TOM GROVES, M.P., WITH HIS WIFE AND CHILDREN.

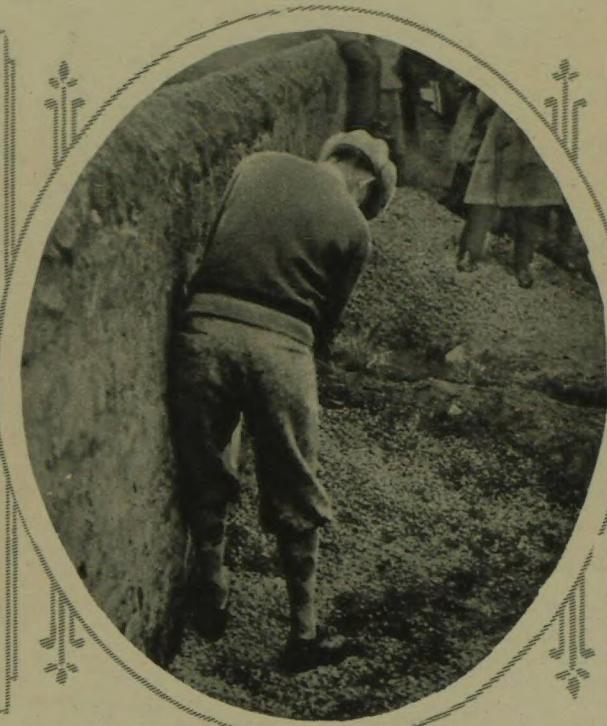
Whit Monday a carnival procession including many decorated cars was held at Hastings.—On May 20 the Prince of Wales addressed the annual conference of the British Legion at Queen's Hall. He was re-elected its Patron, and Earl Haig as President. The Legion held a memorial service at the Cenotaph, where the Prince deposited a wreath.—At Eel Pie Island, in the Thames, the old custom of landing the pie was observed.—The Dunmow Flitch, awarded to the married couple who can satisfy a jury of spinsters and bachelors that they have not quarrelled or regretted their marriage for a year and a day, was awarded this year, at Ilford, to Mr. Thomas E. Groves, Labour M.P. for the Stratford Division of West Ham. Mr. C. E. Grigsby cross-examined for the flitch.

AN AMERICAN GOLF VICTORY AT ST. ANDREWS: THE WALKER CUP.

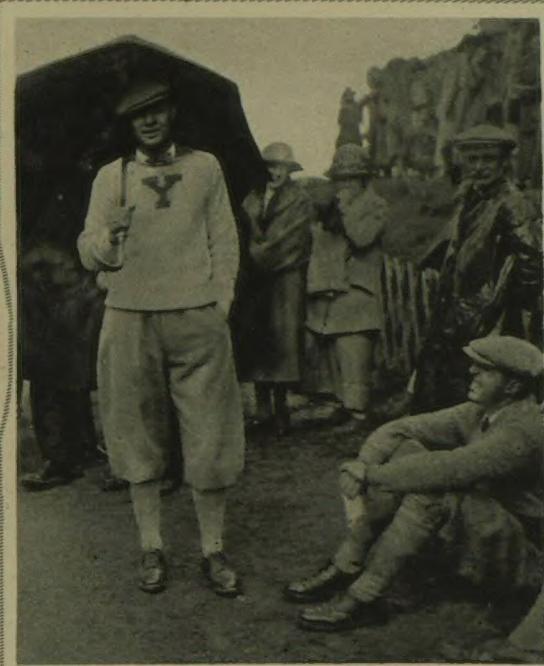
PHOTOGRAPHS BY TOPICAL AND SPORT AND GENERAL.



A "SHOWER-BATH" SHOT: MR. NEVILLE PLAYING OUT OF A BURN AT THE FIRST GREEN.



PLAYING "RACKETS" TO GET HIS BALL OUT: MR. OUIMET AWKWARDLY PLACED AGAINST A WALL.



WEARING THE YALE CAPITAL "Y" THAT CORRESPONDS TO A 'VARSITY "BLUE": MR. SWEETSER.



A GREAT CONCOURSE OF SPECTATORS AT THE INTERNATIONAL MATCH BETWEEN THE BRITISH AND AMERICAN GOLF TEAMS FOR THE WALKER CUP: A GENERAL VIEW OF THE FOURTEENTH GREEN, WITH ST. ANDREWS IN THE BACKGROUND.



THE BRITISH TEAM: (L. TO R.) FRONT ROW—MESSRS. WETHERED, HARRIS, HOPE, TOLLEY; BACK—MURRAY, HOOMAN, CAVEN, HOLDerness, WILSON, MACKENZIE.



THE U.S. TEAM: (L. TO R.) FRONT ROW—MESSRS. MARSTON, GARDNER, SWEETSER, ROTAN; BACK—WRIGHT, NEVILLE, OUIMET, JOHNSTONE, WILLING, HERRON.

The second annual golf match for the Walker Cup, between teams representing Great Britain and the United States, was played at St. Andrews on May 18 and 19. On the first day the British team won three out of the four foursomes and so had a lead of two points; but on the second day the Americans won five out of the eight singles, whereby their deficit on the foursomes was converted into a credit balance of one. They thus won the match and retained the Cup. The American team included Messrs. F. Ouimet, J. Sweetser, R. A. Gardner, M. R. Marston, G. V. Rotan, S. Davison Herron, H. R. Johnstone, J. Neville, F. Wright, and Dr. O. F. Willing. The last two were omitted from the foursomes,

and Messrs. Johnstone and Neville from the Singles. The full British team consisted of Messrs. R. H. Wethered (Amateur Champion), G. J. H. Tolley, R. Harris, C. V. L. Hooman, E. W. E. Holderness, W. L. Hope, John Wilson, W. A. Murray, John Caven, and W. W. Mackenzie. The last two were omitted from the foursomes, and Messrs. Hooman and Caven from the Singles. Yale University now awards a capital "Y" to any Yale golfer or lawn-tennis player who wins an American amateur championship. It corresponds to an Oxford or Cambridge "Blue." A small "y" is awarded for minor sports, and may be compared to a "Half Blue." Mr. Sweetser is the U.S. Amateur Golf Champion.

THE KING AND QUEEN AT ALDERSHOT

PHOTOGRAPHS BY TOPICAL SPORT



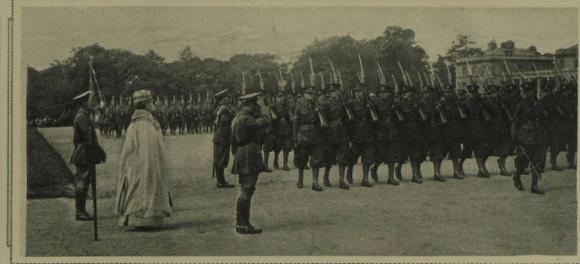
A PICTURESQUE SECTION OF THE MARCH-PAST OF OVER 8000 OFFICERS AND MEN BEFORE THE KING ON LAFFAN'S PLAIN AT ALDERSHOT: A BODY OF HIGHLAND DRUMMERS.



THE KING'S INSPECTION OF ALL ARMS BEFORE THE MARCH-PAST: G.O.C. AT ALDERSHOT, INSPECTING THE ROYAL AIR FORCE.

AND SANDHURST: A GREAT REVIEW.

AND GENERAL, C.N., AND L.N.A.



THEIR MAJESTIES' VISIT TO THE ROYAL MILITARY COLLEGE AT SANDHURST: A MARCH-PAST OF THE CADETS, WITH FIXED BAYONETS, BEFORE THE KING AND QUEEN.



THREE CHEERS FOR THE KING AND QUEEN! SCOTTISH TROOPS IN THE MILE-WIDE FRONT AFTER THE GREAT REVIEW AT ALDERSHOT BEFORE THEIR MAJESTIES.



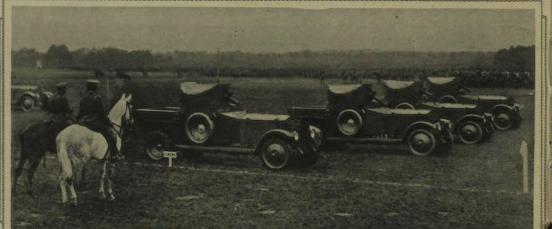
ARRIVING ON THE PLAIN FOR THE REVIEW: (FROM LEFT TO RIGHT, IN FRONT) IN THE SADDLE THROUGHOUT,



THE KING (SALUTING), PRINCESS MARY, VISCOUNTESS LASCELLES, WHO REMAINED AND THE DUKE OF CONNAUGHT.



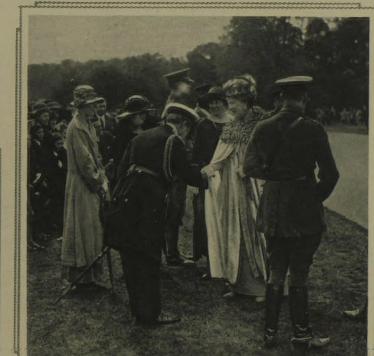
HOW THE QUEEN SAW THE GREAT REVIEW AT ALDERSHOT: HER MAJESTY IN THE PAVILION AT THE SALUTING-BASE.



SALUTING BY LOWERING THEIR GUNS: ARMoured CARS IN THE MARCH-PAST PASSING BEFORE THE KING AND LIEUT-GENERAL SIR PHILIP CHETWODE (RIGHT).



"EVERY GUN-BARREL SIMULTANEOUSLY SWUNG THROUGH AN ARC OF A CIRCLE": TANKS SALUTING HIS MAJESTY IN THE MARCH-PAST AT ALDERSHOT.



THE QUEEN AT SANDHURST: HER MAJESTY RECEIVING ADMIRAL STURDEE AT THE ROYAL MILITARY COLLEGE.

The King and Queen, accompanied by Princess Mary, Viscountess Lascelles, motored on May 18 from Buckingham Palace to the Royal Pavilion at Aldershot, for a week's residence there among the troops. On the 19th a great review took place on Laffan's Plain before their Majesties, every branch of the fighting services being represented—infantry, cavalry, artillery, engineers, the Royal Air Force, armoured cars, and tanks. The King rode on to the ground with the Duke of Connaught and Princess Mary, who remained in the saddle for the whole two hours, while the Queen drove to the little pavilion at the saluting-base, where she was received by Lady Chetwode, wife of Lieut.-General Sir Philip Chetwode, G.O.C., Aldershot Command. General Chetwode accompanied the King in his inspection of the line before the march-past. There were over 8000 officers and men on parade, besides some 2000 mules and 112 guns.

It was interesting to see how the tanks and armoured cars saluted. As they passed his Majesty, each gun-barrel described an arc of a circle and pointed downwards. In the afternoon the Queen and Princess Mary received the Aldershot Girl Guides and Brownies in the grounds of the Royal Pavilion. On Whit Sunday (May 20) the Royal party motored to Sandhurst and attended Divine Service in the memorial chapel of the Royal Military College. The King's programme at Aldershot was interrupted by the resignation of the Premier, which brought his Majesty to London, and the cavalry parade arranged for the 22nd was cancelled. The King drove to Buckingham Palace from Aldershot by motor-car, arriving at about 12.30 p.m. After inviting Mr. Stanley Baldwin to form a Government, his Majesty was expected to return to Aldershot that evening.

THE RESCUE OF MISS ELLIS FROM ABDUCTORS: EXCLUSIVE

PHOTOGRAPHS OF MRS. STARR'S ADVENTUROUS JOURNEY.

PHOTOGRAPHS BY COURTESY
OF MRS. HAROLD STARR.

"THE MANZAI JIRGAH: BACK AT SHENAWARI FORT; SUBDAN BADE OF ZAMAN IN FRONT":
A PHOTOGRAPH TAKEN DURING THE RESCUE EXPEDITION.



"OUR GUARDS IN THE COURTYARD OF MULLAH MALCHEND'S HOUSE;
THE STONE BASE OF THE WATCH-TOWER AT THE END."



"IN THE UPPER PART OF THE KHANKI VALLEY: AFRIDI COMING DOWN THE HILLSIDE TO MEET US":
AN INCIDENT OF THE RESCUE OF MISS ELLIS.



"LEAVING THE LAST HOUSES IN KHANKI BAZAR; MISS ELLIS AND MRS. STARR WALKING OUT OF THE VILLAGE": AN INCIDENT OF MRS. STARR'S PERILOUS EXPEDITION TO RESCUE MISS MOLLIE ELLIS, ABDUCTED FROM KOHAT BY THE MURDERERS OF HER MOTHER.



"AT THE ZAMAT OF THE MULLAH KARBORGAH: HIS SON WHO WENT WITH US, MULLAH ABDULLAH, ARRIVING ON THE RIGHT": A PHOTOGRAPH TAKEN DURING THE RESCUE EXPEDITION, SHOWING MISS ELLIS SITTING ON A STRETCHER AND MRS. STARR STANDING BESIDE HER.

Recent news has recalled the terrible outrage at Kohat, on the Indian frontier, on the night of April 14, when Afridi raiders murdered Mrs. Ellis, wife of Major Ellis (who was away on duty) in her bungalow, and carried off her daughter, Miss Mollie Ellis, to the Tirgh Hills. Miss Ellis, it will be recalled, was rescued about a week later, mainly through the heroic action of Mrs. Harold Starr, a nursing sister at Peshawar, who had lost her own husband some years ago through a similar crime. On April 20 Mrs. Starr set out with a native escort on an adventurous rescue expedition, and after many dangers they succeeded in finding Miss Ellis, negotiating for her release, and bringing her back in safety to Peshawar. The King sent a message of congratulation to Mrs. Starr on her achievement, and awarded her the Kaisar-i-Hind gold medal. It was announced a few days ago that his Majesty had approved the award of the same

medal to two Indian officers who accompanied her. One of them, Rissaldar Mogul Baz Khan, of the Guides, Personal Assistant to the Chief Commissioner at Peshawar, commanded the tribal band which escorted Mrs. Starr. The other, Khan Bahadur Kuli Khan, Assistant Political Officer of Kurram, persuaded the abductors of Miss Ellis to surrender her to the Mullah, and made a night journey of eight miles to bring the captive to the Mullah's house. On May 22 it was stated that a strong aeroplane demonstration was recently made over Tirah, with the result that a representative *jirgah* came to meet the British Chief Commissioner, Sir John Mailey, and gave a written bond that the perpetrators of the Ellis crime were their enemies and should never be allowed to return to their land. The actual assassins had escaped into Afghanistan. We give the titles of the photographs in the form supplied to us.

THE PRINCE OF WALES AS AGRICULTURIST.

PHOTOGRAPHS BY C.N., SPORT AND GENERAL, AND G.P.U.



THE PRINCE OF WALES AT THE BATH AND WEST OF ENGLAND SHOW: H.R.H. WALKING THROUGH THE GROUNDS WITH LORD BLYTHSWOOD AND THE MARQUESS OF BATH.



THE PRINCE WATCHING SEVEN YOUNG PIGS TESTING THE EFFICIENCY OF THE NAPIER AUTOMATIC FEEDER.



THE PRINCE OF WALES (IN CAR ON LEFT, RAISING HIS HAT) ARRIVES AT SWANSEA TO VISIT THE BATH AND WEST SHOW: A POPULAR WELCOME.



"IS THIS A BEEF-TEA AFFAIR?" TWO FIRST-PRISE BULLS PUTTING THEIR HEADS TOGETHER AT THE BATH AND WEST SHOW.



AS PRESIDENT OF THE BATH AND WEST AND SOUTHERN COUNTIES SOCIETY: THE PRINCE (CARRYING TWO BOOKS) AT THE RECEPTION OF MEMBERS OF THE COMMITTEE.

The Prince of Wales visited the Bath and West Agricultural Show at Swansea on May 18. The previous night he had stayed as the guest of Lord and Lady Blythswood, at Penrice Castle, twelve miles away. On arriving at the Show ground, the Prince drove to the Council Pavilion, where members of the Council and others were presented, including the Marquess of Bath. After the presentations, the Prince made a tour of the yards and visited first the pavilion built by the Canadian Government, where he talked with Dominion representatives, and

recalled his own trip to Canada and his ranch there. In the cattle-sheds he saw his own three prize-winning Shorthorns, including a young white bull, which was specially brought out for closer inspection. During the morning he presided over a meeting of the Council of the Bath and West and Southern Counties Society, when a governor and twenty new members were elected. The Marquess of Bath expressed the Council's appreciation of the Prince's visit and of his acceptance of the presidency for two years in succession.

SONGS ACROSS THE SEA: BROADCAST LINKS BETWEEN LINER AND HOME.



KEEPING IN TOUCH WITH HOME VOICES 300 MILES AWAY BY RADIO: PASSENGERS AND OFFICERS IN AN OCEAN LINER ON THE HIGH SEAS LISTENING-IN TO MUSIC BROADCAST FROM THE SHORE.

While it has long been possible for ships to communicate with the shore, and vice-versa, by means of wireless messages, the new science of broadcasting has still further extended this invisible bond of union between the voyager and home. Passengers in an ocean liner, by means of radio-telephony, can now listen to the actual voices of singers and speakers on shore, or instrumental music, while their ship is anything up to 300 miles away on the high seas. An Atlantic liner approaching Europe would come within range of the broadcasting stations in

London, Cardiff, Birmingham, Paris, and the Hague. Similarly, on the outward voyage, those on board could listen-in to music and songs transmitted from numerous broadcasting stations in America. It is also possible, of course, for transmission to be made from one ship at sea to another, if they both possess the necessary equipment. In our illustration the listening-in party in one of the saloons is grouped around a "loud-speaker" connected with the ordinary receiving-set in the wireless operator's cabin.

A ZEPPELIN "BROUGHT DOWN IN FLAMES" AT OLYMPIA: THE MOST DRAMATIC EPISODE OF THE ROYAL TOURNAMENT.

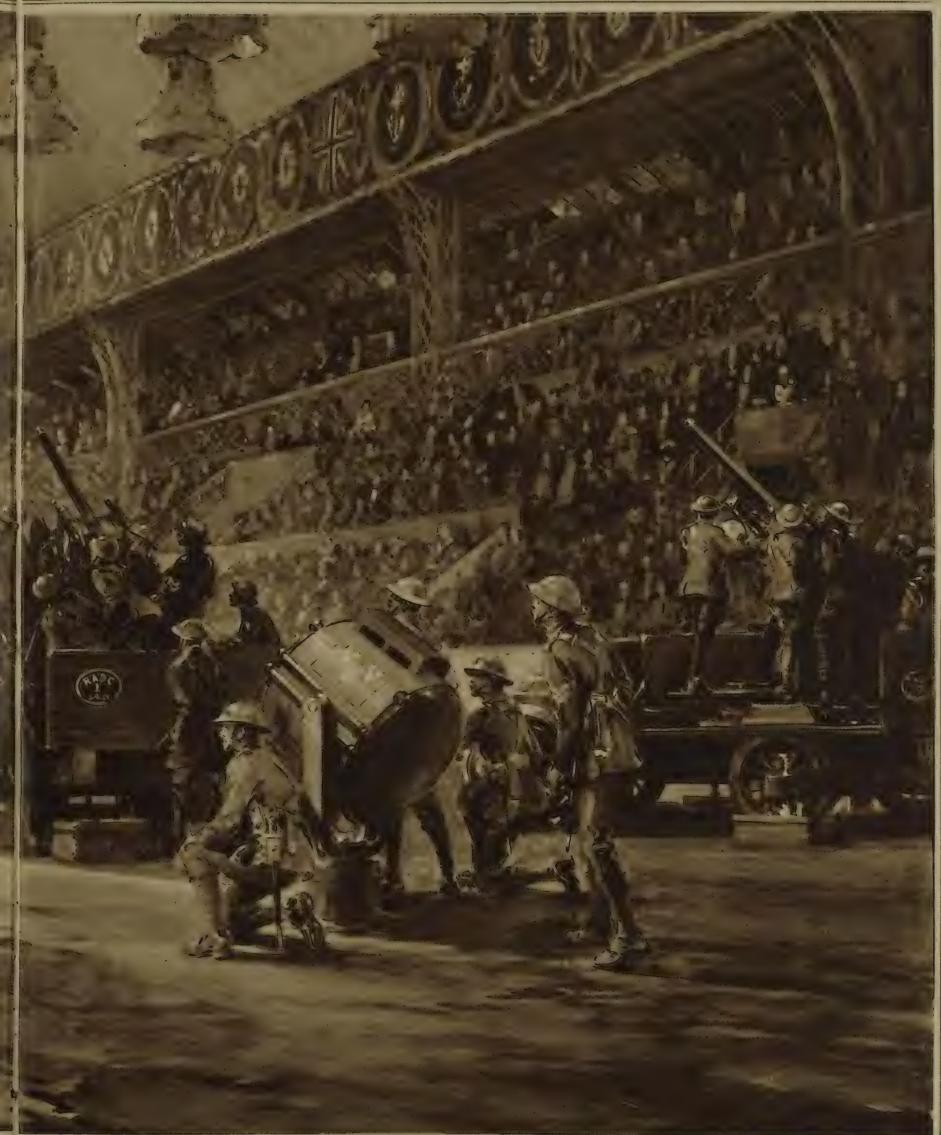
DRAWN BY OUR SPECIAL

ARTIST, C. E. TURNER.



A REMINISCENCE OF THE ZEPPELIN RAIDS IN THE ROYAL TOURNAMENT AT OLYMPIA:

A striking episode in the Royal Tournament at Olympia is a representation of a Zeppelin raid, in which, after a warning maroon, an airship appears in the darkened hall, drops bombs, is picked up by searchlights, and brought down in flames by mobile anti-aircraft guns, mounted on lorries. The display is given by the 1st Air Defence Brigade from Aldershot. The opening of the Royal Tournament by the Duke of Connaught was fixed for Thursday, May 24, and the King has arranged to attend the afternoon performance on Monday, May 28. Another important feature of the Tournament is the historical Scottish Pageant



ANTI-AIRCRAFT GUNS AND SEARCHLIGHTS IN ACTION AGAINST A GERMAN AIRSHIP.

entitled, "Scotland in Arms," one of the most brilliant that has ever been seen at Olympia. There is a great attraction also in the jumping competitions for the King's Cup and the new cup presented by the Prince of Wales, and many foreign officers have arranged to compete. American military interest in the excellent jumping programme that has been arranged is especially keen, owing to the fact that the United States Army is preparing a mounted team to compete at the Olympic Games next year in Paris.—[Drawing Copyrighted in the United States and Canada—C.R.]

The Submerged Harbours of Alexandria:

A HISTORICAL MYSTERY.

By A. Forestier.—From "Les Ports Submergés de l'Ancienne île de Pharos," by M. Gaston Jondet, Chief Engineer of Egyptian Ports and Lighthouses. (Published by the Institut Égyptien, Cairo.)

AMONG the riddles of the past, none seems more puzzling than the submerged harbour works of the Island of Pharos, at Alexandria.

Pharos, it should be explained, is no longer an island, since it is joined to the mainland by a wide causeway on which part of the city is built. This causeway was made by order of Alexander the Great when he decided upon building his capital of Egypt, where it still stands, to stop the invasion of the harbour which he had designed by the sand carried in by the waves.

The port of Pharos has been known from high antiquity, and Homer mentions it in the *Odyssey*. The roadstead created by the close neighbourhood of the island to the mainland, of which it had once formed part, may be the port mentioned by Homer, and was evidently well known to all mariners of the time as the best shelter on the north-eastern African coast. The causeway or isthmus joining Pharos to the mainland changed the roadstead into two harbours, one on each side of it. But these are not in question.

The object of our inquiry is the existence and origin of some other harbour works recently discovered in the course of soundings by M. Gaston Jondet, Engineer of Bridges and Roads, Chief Engineer of Egyptian Ports and Lighthouses. These extensive works, actually lying under the water at no great depth—a few feet only—seem, so he thinks, to have been ignored by all historians, and do not figure in books on Alexandria.

This part of the coast teems with reefs, some of which are submerged, making access to Alexandria a matter of great care. It may be that the immense ruins of the submerged harbours were considered as part of the chain of reefs on which certainly they were originally built and enlarged, for it is impossible that they should have escaped the notice of fishermen and other mariners who lived in the island of Pharos for centuries; and, considering the almost incessant warfare that took place at and around Alexandria ever since Ptolemaic times, the presence of these colossal constructions must have been known. The wonder is how they have not been recorded in history. The Arabs must have observed them even if they were under water, and the only conclusion one may arrive at is that Alexandria fell into ruin during the barbarian invasions, and that all the Arab civilisation was directed to Cairo, so that the existence of the submerged works, if known, was treated with indifference and relegated to oblivion.

Alexandria was raised from its ruinous condition by the genius of Mehemet Ali in the nineteenth century, but the general condition of the harbours was studied from an engineering point of view by French naval officers in the 'thirties. Numerous soundings were taken, both inside the harbour and out, and rocks are indicated which now turn out to be points of the structures made in remote antiquity. From 1912 to 1916 M. Jondet explored the sea—by no means an easy undertaking—and in the course of his work was able to fix the extent of stupendous marine works, which reveal a skill and reasoning of the highest order in the design of enormous breakwaters, jetties, basins, landing-stages, taking advantage of all natural rocks, the whole showing profound knowledge and extraordinary precision.

The materials were brought from the coast, where quarries of calcareous stone have been and still are excavated, and some special means had to be invented for raising and loading stone blocks weighing from three to five tons. These blocks were used in the construction of wide quays and landing-stages, being adjusted very ingeniously to form even surfaces, on which can be seen the grooves prepared for the erection of warehouses or other buildings. From the founda-

tions to the upper surface is shown the same care to produce a solid construction able to resist the action of the waves; and if at the present moment some of these big blocks have been disturbed and lie at some distance from their original place, still, it is possible by attentive study to reconstruct the lines of masonry to which they belong, and thus to reproduce the ground-plan of the original work. That is what I have attempted in the present set of drawings. All these constructions, now under water, have evidently disappeared from view for many centuries, and their existence has been forgotten.

Now the problem which confronts us is—Who was the originator of this vast ensemble of works? Two suggestions are put forward by M. Jondet. The first is that it might have been one of the powerful rulers of Egypt—in particular, Rameses II, the King-mason—who, to achieve his conquest and to acquire absolute supremacy of the Egyptian Sea and safety for his empire, chose to make this place, which he clearly perceived to be the most suitable for safeguarding the land from aggression, a seat of maritime defence second to none in the eastern Mediterranean.

The name of Pharos, according to Dr. Botti, comes from Pa-Ra (= Helios), "who sees everything," and the name Atli defines the geographical situation of a port from which a complete survey of the sea-routes and the adjoining country is easily obtainable.

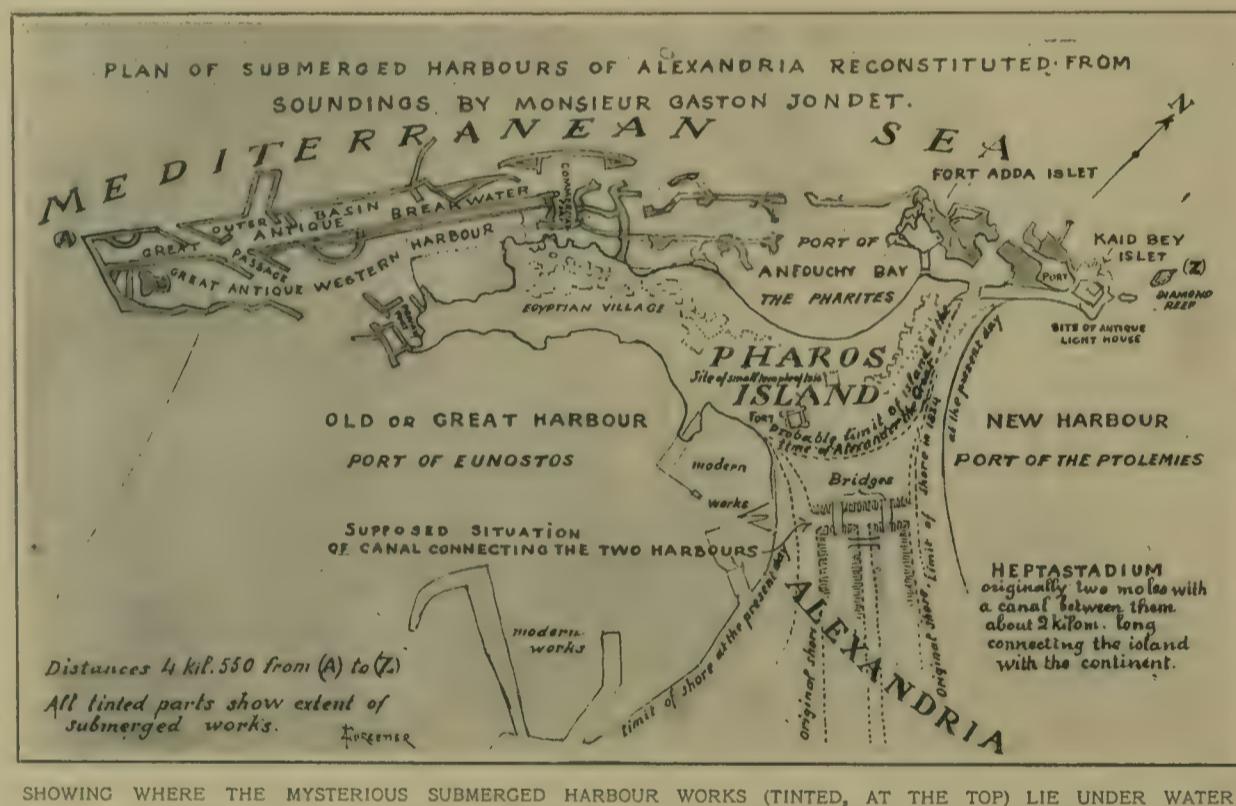
On these solid sandy foundations, the submerged harbours were built. Then, in consequence of some volcanic activity or earthquake, the slimy layer of Nile mud suddenly escaped through cracks due to the disturbance, and the result was that the mass of sand sank to the bed-rock, carrying the buildings with it under water.

That explanation appears sufficient, though it seems that such a sudden disappearance would have been recorded and left a lasting trace in the people's memory. So, while admitting the cause of the subsidence, I prefer the opinion of Lenormant, who points out the slow, imperceptible sinking of the whole coast—not mentioning in particular the submerged harbours, naturally, as they remained unnoticed in modern times. He states that the subsidence still continues, and it seems true, for, on comparing the map made in 1834 by Saulnier de Vauhelle with the most recent one by M. Jondet, it is noticeable that some emerged land and rocks have since then, not a century ago, disappeared, while others are reduced in area, partly, no doubt, through the incessant destructive action of the waves, and partly in consequence of a general subsidence.

The rocks in the great, or Ptolemaic, harbour, were numerous enough in Roman times, as marked in Dr. Botti's map, and were used in creating a chain of fortifications that surrounded the Royal Palace

and other parts of the harbour; very few of them remain at the present day. Probably some were destroyed for clearing the harbour in modern times.

M. Jondet gives extracts from several ancient and modern authors (Julius Cæsar, Strabo, Hirtius Pansa, and Dr. Botti) none of whom mentions the ancient harbours of Pharos. Homer is always quoted, but his few words are too vague and may or may not apply to the actual harbours, as he may have meant the roadstead. On the other hand, I find that Plutarch, in his Life of Alexander the Great (translated by Alexis Pierron), describes Pharos as indeed an island, a somewhat narrow strip of land placed as an isthmus between the sea and a considerable lagoon (Lake Mareotis); and



SHOWING WHERE THE MYSTERIOUS SUBMERGED HARBOUR WORKS (TINTED, AT THE TOP) LIE UNDER WATER OFF PHAROS, AS MAPPED FROM SOUNDINGS BY M. GASTON JONDET: A PLAN OF ALEXANDRIA.

Drawn by A. Forestier.

To make it secure, a body of coastguards was settled in a native village called Rhacotis, on the shore of the canal connecting the Nile with Lake Mareotis, just across the tongue of land that divides the extensive lagoon from the roadstead. Rhacotis, now enclosed in the walls of Alexandria, has remained a populous quarter.

The other alternative respecting the origin of the submerged harbours is that Alexander at first thought of building his capital on the island itself, and commenced constructing harbours accordingly, but then abandoned the idea on realising that Pharos was too small for his ambitious designs. This is, in my opinion, very doubtful, if we must believe the tradition that he traced the limit of his new city on the mainland at the place it still occupies, although now considerably enlarged. He caused the Heptastadium to be made, making thereby two harbours well sheltered from weather and foes, and his stay in Egypt was not long enough to supervise the slow work of building the submerged harbours.

I incline to think that they existed before Alexander's time. When they were submerged is another question. No one, so far, can answer it. As to the cause of the submergence, M. Jondet suggests, and quite plausibly too, after examination of the seabottom, that on the rocky subsoil that belongs to this part of the coast, and constitutes the Libyan hills, a layer of Nile mud was deposited, retaining some of its fluidity. Sand blown from the desert formed sandbanks, which covered this slippery layer, and in the course of ages the agglomeration of this sand led to its solidification. Actual parts of chalky rock emerged at many points.

terminated by a large harbour.

The allusion is unmistakable, and this is my reply to M. Jondet's assertion that the great Pharos harbour is not mentioned by any historian. Plutarch lived in the second half of the first century A.D., a short time therefore after Cæsar's death in 44 B.C. If the latter did not mention the harbours, perhaps he did not attach much importance to them. Strabo's silence is more remarkable, but in his glowing description of Alexandria he may have overlooked the Pharos harbours because, as he says, the new things, as ever, make one neglect the old ones.

The rock on which the famous ancient lighthouse was built stood as an island at the entrance of the new harbour of Alexandria. It apparently was so at the time of Julius Cæsar. The land connection dates, it is stated, from later times; some Arab writers say the ninth century A.D. However, in Roman times, according to Dr. Botti's map, it seems that the connection existed in the shape of a fortified wall leaving a narrow opening for the passage of ships of moderate size. The fortified wall does not appear to have existed at the time of Julius Cæsar's attack on Pharos, otherwise his capture of the lighthouse rock would hardly have been possible, insomuch as an extensive system of defences of the same order ran out right round the rock and reached as far as the middle of the new harbour, where it faced the fortified Cape Lochias, and rendered access to the port extremely hazardous for any attack from the sea. The entrance into the lighthouse precincts seems to have been in the south wall, by means of a jetty stretching out to a rock called by the Arabs

(Continued on page 920)

WHO BUILT THE SUBMERGED HARBOURS OF ALEXANDRIA? A MYSTERY.

RECONSTRUCTION DRAWINGS BY A. FORESTIER, FROM "LES PORTS SUBMERGÉS DE L'ANCIENNE ÎLE DE PHAROS," BY GASTON JONDET (INSTITUT ÉGYPTIEN, CAIRO).



MADE BY ALEXANDER OR RAMSES II.? THE NOW-SUBMERGED HARBOUR WORKS (IN THE FOREGROUND) OFF THE ISLAND OF PHAROS, AND THE FAMOUS LIGHTHOUSE: ALEXANDRIA BEFORE CÆSAR'S TIME—A "BIRD'S-EYE" RELIEF MAP.



ONE OF THE "SEVEN WONDERS OF THE WORLD" AND PROTOTYPE OF ALL LIGHTHOUSES: THE FAMOUS PHAROS, 350 FT. HIGH, BUILT BY SOSTRATOS OF CNIDOS FOR PTOLEMY PHILADELPHUS, AT THE ENTRANCE TO THE ROYAL HARBOUR OF ALEXANDRIA.

In his article on the opposite page, Mr. Forestier describes the mysterious submerged harbour works at Alexandria (shown in the upper drawing here as they probably looked when they were new), and discusses the interesting problem of their unrecorded origin in antiquity. He suggests that they may have been made by Rameses II. (1300 B.C., some 50 years after Tutankhamen), or by Alexander, about 1000 years later. On the succeeding double-page a larger drawing reconstructs the general aspect of the great city founded by Alexander. Of the famous Pharos, or lighthouse (also described opposite), Mr. Forestier writes in another note: "It was one of the marvels of the world. Situated on a rock at the eastern end of the island, it was connected with it by a causeway, rumour says,

made in the ninth century by the Arabs. I personally believe, however, that the Alexandrians had not waited so long to make a quay and roadway to reach the Pharos, the glory of the town, from whose height the most extensive view could be obtained. Submerged ruins attached to the rock on which it was built show that a small harbour enabled the inhabitants—who, of course, included military guards—to be provisioned from outside before the causeway was made. On these flat shores the Pharos was the most conspicuous object, for its height, computed at 350 ft., exceeded that of the city monuments. Arabic writers have given figures of its dimensions which appear to tally with the distance—27 miles—for which its light was visible."—[Drawings Copyrighted in the United States and Canada.—C.R.]

WAS PHAROS A PORT OF THE PHARAOHS 1000 YEARS BEFORE ALEXANDER? ANCIENT ALEXANDRIA.

RECONSTRUCTION DRAWINGS BY A. FORESTIER, FROM "LES PORTS SUBMÉRGÉS DE L'ANCIENNE ÎLE DE PHAROS, BY GASTON JONDET (INSTITUT ÉGYPTIEN, CAIRO.)



WITH GIGANTIC HARBOUR WORKS (NOW SUBMERGED) IN KEEPING WITH THE GREAT

The question of when and by whom were constructed the ancient harbour works, now submerged, lying off Pharos at Alexandria, is discussed by Mr. Forestier in his article on a previous page. In a shorter summary of this interesting historical mystery he writes: "The origin of these works is extremely obscure. The soundings taken by M. Jondet from 1912 to 1916 reveal the existence of immense breakwaters and quays connected with the island at Pharos, which is parallel to the sea coast of Egypt, a short distance from it, and now connected with it by an isthmus on which the city of Alexandria was built. Between the island and the coast an ideal refuge or natural harbour existed. The isthmus cut it in two, and the result was that there are now two harbours: one on the west and the other on the east side of the isthmus or 'digue.' The latter is called the new harbour or harbour of the Ptolemies. The other is the 'Port vieux,' considerably the more important in size and depth. Alexander the Great, to whom the advantages of the natural harbour were pointed out, thought at first of making the island of Pharos the seat of his new capital. But he found the island too small for his grandiose conceptions, and the result was the making of the broad 'digue,' on which Alexandria was built. The new town was originally called Neapolis, to distinguish it from an old town situated on the coast itself, at this place a narrow bend extending between the sea and the lake Mareotis. The island of Pharos was inhabited, and had been known from before Homeric times for the safety of its anchorage and its numerous creeks. It was frequented by Greek pirates. The Pharites themselves, great mariners, were also sea-robbbers. Pharos was, therefore, an important sea centre, the best harbour on this part of Africa, and its importance cannot have escaped the attention of the Pharaohs of old. It is admitted as quite possible that the old works were commenced by command of the Great Ramesses, their gigantic character being well in keeping with the great constructions of Thebes. However, nothing certain is known about that. It is also surmised that when Alexander thought of making his capital in the island of Pharos, he may have thought of sheltering it well from encroachments of the sea, which is always, or nearly so, very rough, and brings with its waves a great quantity of sand, destroying the littoral. So the works may have been originated by him, and, on

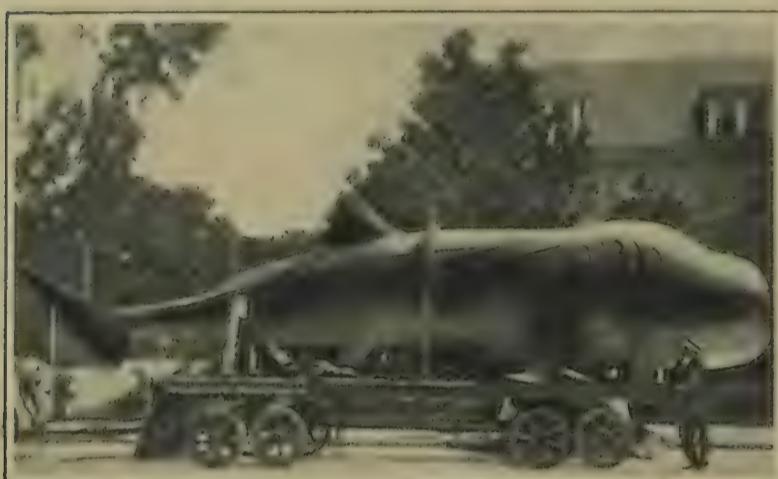
BUILDINGS AT THEBES AND POSSIBLY BEGUN BY RAMSES II.: ANCIENT ALEXANDRIA.

his deciding to erect his city where it is, they may have been abandoned. But here again we know nothing precise about it. All these works are now submerged. They lie at no great depth, a few feet under the surface, some being awash, the action of the waves having levelled them flat. Part of the constructions are quite clearly visible: the size, sometimes enormous, of the blocks that are put together shows the immensity of the labour, as well as the skill of the engineers of the time. In fact, the action of the sea destroyed these walls; but it may perhaps be attributed rather to the sudden submergence due, so says M. Jondet, to a landside at the bottom. He supposes that, perhaps through some earthquake or other volcanic cause, the mud suddenly escaped, leaving the sandstone foundations to rest on the chalk. This is quite plausible, that sudden subsidence would have caused the fractures one sees in the submerged quays and jetties; and of the buildings that once covered the quays one knows no more than that in some places there are shallow grooves in which probably wooden buildings or wharves were resting. When did the subsidence happen? No one knows. No historian has recorded the fact. It seems to me that, if it had occurred at the time of the Ptolemies, someone would have said so. Strabo says nothing, and he was very precise in his descriptions of Alexandria. There is no doubt, judging from the lines of materials discovered in the soundings, that the island of Pharos was in ancient times far more important in size than it is now. The sea has dispensed large masses of masonry, many of which have crumbled down and have been dissolved by the water, while some were probably dragged out by the waves into deep water. What is visible in many cases consists of natural reefs jutting from the bed-rock. As occasion required, they were connected by lines of stones drawn from neighbouring quarries. Enough of these lines, though broken and disconnected, figures on the plans to suggest outlines of constructions, quays, jetties and basins, and to realise, however inaccurately, the great size of these very ancient harbours. They are, of course, of small account compared to the two great harbours, but they certainly exceeded in size any other in the Mediterranean."—[Drawing Copyrighted in the United States and Canada.—C.R.]

BOOKS OF THE DAY

By J. D. SYMON.

BOOKS on London topography are always welcome—even the poorest contain some good thing—but there is more than ordinary pleasure for the reader in Mr. E. Beresford Chancellor's new work, which reverses the usual method of literary allusion. As a general rule, your gossiping London topographer tags on his apt quotation to a locality, and this, neatly done, is quite attractive and entertaining; but it is still, at the best, a tag, and very great skill is required to avoid the scrappy effect of the guide-book. Unity is difficult to attain in such a case, but the problem is not insoluble.



DWARFING THE MAN BY THE TRUCK TO PIGMY SIZE: A MONSTER WHALE-SHARK SIMILAR TO THE ONE SEEN IN THE OTHER PHOTOGRAPH.
This huge whale-shark (*Rhineodon*) was captured off Florida by Captain Charles Thompson
Its length appears to be about 35 ft.

Boswell said he had often amused himself "with thinking how different a place London is to different people." It is one thing to the politician, another to the grazier, and yet another to the merchant on Change. Each sees it in terms of his own calling. "The intellectual man," Boozzy continues, "is struck with it as comprehending the whole of human life in all its variety, the contemplation of which is inexhaustible." That is the broadest philosophic view, but he might have added that the intellectual man will see the Town also in terms of books; he may even narrow his range on occasion, and see it in terms of a single book, or of one author's works. There is the London of "Pickwick," or the more extensive London of Dickens in his entirety, with their seemingly endless bibliography. And now Mr. Beresford Chancellor, the admirable writer of "Memorials of St. James's Street"—that aristocrat among thoroughfares, which Dizzy used to say had "the finest air in Europe"—has followed it up most appropriately with "THE LONDON OF THACKERAY" (Grant Richards; 15s.), a most delightful volume, which no lover of W. M. T. can afford to omit from his shelf of Thackerayana.

The chief charm of the book lies in its scheme. It does not discuss a series of places, and tell us as an afterthought what Thackeray may have had to say about each. Mr. Chancellor has devised a more excellent way. The reader is not in the first instance the spectator. The London of which this book treats is London as it was seen by the characters in the novels, and we are invited to look at it with their eyes. "It is the London known to the Newcomes and Pendennis; the London where Brand Firmin and the Little Sister had their struggles; the London of Beatrice Esmond ["Beatrice," Mr. Chancellor, not "Beatrice"] and the wits, of Costigan and the revellers." There is a general introduction based on "The Four Georges" and "The English Humourists"—with the latter book in hand, "we can follow the wits and men of fashion into all sorts of localities, some strange enough." Gay's "Trivia" may serve very well for illustrations, but a far better authority is Hogarth, and on this point Mr. Chancellor puts Thackeray himself into the witness-box to give corroborative evidence. Thus prepared, we come to the reconsideration of "Esmond," "The Virginians," "Barry Lyndon," and "Denis Duval."

The nineteenth century novels and the Miscellanies are then examined in detail. In both the earlier and the later period, we walk about arm-in-arm with our old friends of the Thackeray gallery, and let them take us to their ancient haunts. If we have not "a Duke on each arm" like the quintessential Snob who thus achieved Paradise in Pall Mall, our felicity is not less than his, and it is a good deal better justified. As we stroll here and there, Mr. Chancellor, with his stores of patient research, keeps just one

pace behind, ready to whisper in our ear a few well-chosen words reconstructing the scene, and fixing as far as possible the locality when that is in any way disguised by the novelist.

Mr. Chancellor has the happy knack of gratifying old curiosities. For example, I never pass Grosvenor Place but I think of Colonel Altamont, a good deal the better of liquor, hanging on to the railings and addressing the company in the Claverings' dining-room, and I have long wished for more light on that scene, something that would clear away the architectural disguises of to-day, and restore me the street as

it was on the evening of the Colonel's escapade. Well, here it is, with its former adjuncts, the Lock Hospital and neighbouring Tattersall's—the old Tattersall's, which stood where Grosvenor Crescent now cuts through the Place just behind St. George's Hospital. The street—then exhibited many differences from its present aspect . . . it was considered very much "out of London," although ever since Horace Walpole's Lady Ossory lived there, it was regarded as fashionable. It must necessarily have been so, to fall in with the wishes of good-natured Lady Clavering, and especially those of the affected Blanche.

That last sentence, with its easy, natural appeal to the creatures of fiction, for whom Grosvenor Place had, as it were, been specially built, is a good sample of Mr. Chancellor's skill

in keeping Thackeray's characters always in the picture as real people. He accepts them, just as Charterhouse has accepted the reality of Colonel Newcome, and has marked his original's, Captain Light's room (No. 70, in XVI. Staircase, Preacher's Court) with a commemorative inscription, mentioned some time ago in our review of "Charterhouse in London." Similarly many Dickens inns and taverns point out in good faith the very rooms where famous incidents in the novels took place.

To read "The London of Thackeray" is to read Thackeray himself once more, with footnotes conveyed in the pleasantest and least distracting form, that is, as an integral part of the narrative. Mr. Chancellor adds to our knowledge alike of the novels and of London. Henceforth we shall see Thackeray's people revolving in their own proper sphere, the London that was actually theirs, not in surroundings vaguely imagined from present scenes, coloured by recollections, probably ill-chosen and ill-arranged, of topographical changes. The book, as Mr. Wagg said of the London it describes, "will repay a visit."

While a book like that just considered gives a picture of the past coloured by personality, the personality is fictitious and actual only in so far as the creations of a master-novelist achieve poetical truth. For actuality alike of scene and person we must turn to history, biography, memoirs, or, for personality more intimate still, to the work of the diarist. This last, the most engaging form, has inspired Mr. Arthur Ponsonby to a work of an entirely fresh character—a general survey entitled, "ENGLISH DIARIES FROM THE XVITH TO THE XXTH CENTURY" (Methuen; 21s.), an ideal volume for desultory reading.

It would make a most companionable bedside book, but at the same time it deserves to be studied with close attention, and many readers will prefer to go through it systematically, in order to grasp the author's intention, which is to "give a full representation of all shades of diary writing, long and short, historical, public and private, good, bad, and indifferent." It is confined to the diaries of Englishmen alone, and that has ruled out Scott, Carlyle, Sir John Moore, Swift, and John Mitchel. This limits the representative character of the work, but

the line had to be drawn somewhere, and sufficient wealth remains to satisfy the most exacting. There is a considerable amount of hitherto unpublished material, including some curious and obscure minor works. The collector begins with the diary of Edward VI.

The principal seventeenth-century diaries laid under contribution are those of Sir Symonds d'Ewes, Sir Henry Slingsby, Pepys, Evelyn, and Henry Teonge, the last a lively clergyman of Charles the Second's time, who went to sea, saw queer adventures on the Barbary Coast, and set them down often in a way that called for the expurgator's wary hand.

An odd point noticeable in these extracts is the diarists' liability to that painful disorder, the stone. Pepys's case is proverbial, but here we have Queen Elizabeth's mystical Dr. Dee also a sufferer. He gives a quaint account of his cure, in which he got off more lightly than Mr. Pepys, but did not, like worthy Samuel, keep the anniversary as a more or less solemn day of thanksgiving ever after. The Earl of Egmont, however, is devout-minded on this matter. He did not, indeed, suffer, but he was alive to the danger, and on his forty-eighth birthday writes—"I bless God that hitherto I have had neither gout nor stone, but enjoy a perfect state of health." The book contains excellent brief biographical and critical notes, and is a pie full of plums that will attract thousands of Jack Horners. They will not be disappointed.

One of the strangest personal documents of the twentieth century (twentieth as regards date of publication, but nineteenth, save for three years, as regards subject-matter) has just been reissued. It is Mr. Morley Roberts' much-discussed book, "THE PRIVATE LIFE OF HENRY MAITLAND" (Nash and Grayson; 7s. 6d.). Of it the late Sir William Robertson Nicoll said that no book of 1912 had interested him so profoundly and painfully. He called it "a book that at once attracts and estranges," and admitted that the wisdom of its publication might be doubted. "The veil is so thin that it does not obscure anything." So thin, indeed, as to be useless; and I think that, if the work was to be reissued at all, it might have been better to cast aside a disguise that is more than ever discounted by some new material. Henry Maitland is beyond doubt George Gissing.



A GIANT FISH "RAMMED" BY A STEAMER: A 30-FOOT WHALE-SHARK (*RHINEODON*) CAUGHT ON THE BOWS OF THE LINER "AMERICAN LEGION," OFF RIO.

"A shark, in attempting to cross our bow," wrote the skipper, "was struck by our stem. An attempt was made to lift the body out of the water, but without success, and later the . . . shark was washed clear and immediately sank. It was struck immediately behind the last gill and hung with 8 feet of head and gills on our port side and about 22 ft. of body on our starboard side." From photographs it was identified by the American Museum of Natural History as a whale-shark (*Rhineodon*). It was covered with large yellow spots.

Illustrations by Courtesy of Dr. E. W. Gudger and the American Museum of Natural History, New York.

FROM THE WORLD'S SCRAP-BOOK: INTERESTING TOPICAL ILLUSTRATIONS.

PHOTOGRAPHS BY I.B., SPORT AND GENERAL, DE WITT WARD (NEW YORK), C.N., TOPICAL, AND STÖCKER (BERLIN).



SCHOOLCHILDREN IN THE NATURAL HISTORY MUSEUM: A PARTY INTERESTED IN CHAMPION BORZOIS.



RE-ARRESTED IMMEDIATELY AFTER HIS RELEASE UNDER "HABEAS CORPUS": MR. ART O'BRIEN.



A SOUVENIR OF A FAMOUS AMERICAN COACHING ENTHUSIAST: A STATUETTE (16 IN. HIGH) OF THE LATE JUDGE MOORE.



REHEARSING AT WOOLWICH FOR THE ROYAL TOURNAMENT AT OLYMPIA: R.A.S.C. RIDERS PRACTISING A JUMP WITH TANDEM-DRIVEN HORSES.



REHEARSING FOR THE SCOTTISH PAGEANT IN THE ROYAL TOURNAMENT: A MASSED BAND OF A HUNDRED PIPERS CHOSEN FOR THE MARCH-PAST.



DIGGING FOR GOLD "SENSED", BY A WESLEYAN MINISTER WATER-DIVINER: ENCLOSED EXCAVATIONS AT SHAFTESBURY.



A GERMAN 1000-MARK NOTE AS A WINE LABEL.



MAYORAL LAMP-POSTS: A REMOVAL FROM THE GATEWAY OF AN EX-LORD MAYOR OF BELFAST.

The question of admitting children to museums has recently been under discussion. In the Natural History Museum there is a room that especially appeals to them, containing a collection of famous dogs and cats. Many schools send parties of children there for educational purposes.—Mr. Art O'Brien, whose successful appeal under "Habeas Corpus" won freedom for most of the other Irish deportees, was less fortunate himself. Immediately after his release on May 16 in the Court of Appeal, he was re-arrested on a charge of seditious conspiracy. He is President of the Irish Self-Determination League.—The late Judge William H. Moore was a prominent figure at horse shows, and usually entered for the Coaching Marathon. The statuette illustrated was designed by a woman sculptor of New York, Grace

Horton Raynor. It is to be cast in bronze and presented to his widow by Mr. R. A. Fairbairn.—Rehearsals for the Royal Tournament at Olympia took place at Woolwich, Aldershot, Farnborough, Tidworth, Chatham, Devonport, and Portsmouth. The Zeppelin raid-episode is illustrated on a double-page in this number.—A Wesleyan Minister, the Rev. George Glandfield, who uses the divining-rod for locating water, recently "sensed" gold at Shaftesbury, Dorset, and obtained permission to dig for it.—The value of the German 1000-mark note has so depreciated that a wine firm uses these notes as bottle-labels.—The Lord Mayor of Belfast has two ornamental lamp-posts erected at his gate during his term of office. When it expires they are transferred to that of his successor.

THE TINIEST BIRD AS A MOTHER: A "HUMMER" AND HER CHILDREN.

BY COURTESY OF "COUNTRY LIFE" OF NEW YORK.



"ONE WEEK AFTER THE NEST WAS STARTED, TWO TINY WHITE EGGS WERE THERE": A HUMMING-BIRD'S NEST.



"FOR FOUR OR FIVE DAYS AFTER THE BIRDS HATCHED THE MOTHER HOVERED THEM MOST OF THE TIME."



"ANOTHER WEEK PASSED AND . . . THE ONLY POSITION OF COMFORT FOR THEM WAS WITH THE LONG BILLS STRAIGHT UP OUT OF THE NEST."



"AT THE THIRD WEEK-END . . . THE YOUNGSTERS BEGAN TO SIT WITH HEADS ERECT."



"TWENTY-TWO DAYS AFTER THE FIRST ONE HATCHED HE GOT OUT OF THE NEST AND PERCHED ON ITS EDGE."



"HE NEARLY BROKE HIS NECK LEANING BACKWARD FOR A SHARE OF HIS SISTER'S FOOD."



"THEIR FIRST CAMERA ADVENTURE OUTSIDE THE HOME NEST": YOUNG HUMMING-BIRDS TRANSFERRED ON TWIGS TO A GIRL'S HAND.



"THE MOTHER CAME IMMEDIATELY TO THEM AND, POISING ON HER WONDERFUL WINGS, SHE FEED EACH BIRD ONCE AND RETURNED TO A TREE."



"THE MALE MADE ANOTHER EXHIBITION FLIGHT WITH HIS MOTHER; SHE FEED HIM IN THE TREE AND RETURNED TO FEED THE FEMALE."

Humming-birds are so fascinating, from their tiny size, their beauty, and their fearless friendliness towards human beings, that we need offer no excuse for returning to a subject already illustrated and described in previous numbers (April 7, 1923, and February 18 and April 15, 1922). The photographs given here accompanied a recent article in the American magazine, "Country Life," by P. A. Smoll, who gives a delightful account of the proceedings of a humming-bird who built a nest and reared two little ones in the author's garden, on a branch

of a fir-tree about four feet from the ground. "Just two weeks after the first egg was laid [to quote the article], we found a little short-billed, blind, and naked creature in the nest. The following day the second egg hatched. . . . As they grew older they were given insect food (by the mother) more frequently. Thus the diet is not nectar alone, as is popularly supposed from their habitual presence among flowers. It was very interesting to note the scrupulous impartiality practised by the mother bird in feeding her family, for she always fed each

(Continued opposite.)

A "HANDFUL"—FOR MOTHER AND OBSERVER: YOUNG "HUMMERS."

By COURTESY OF "COUNTRY LIFE" OF NEW YORK.



"THE FACT THAT WE HELD HER LITTLE ONES CAPTIVE CAUSED HER NOT THE SLIGHTEST ANXIETY":
A MOTHER HUMMING-BIRD'S CONFIDENCE IN HUMAN GOOD INTENTIONS.

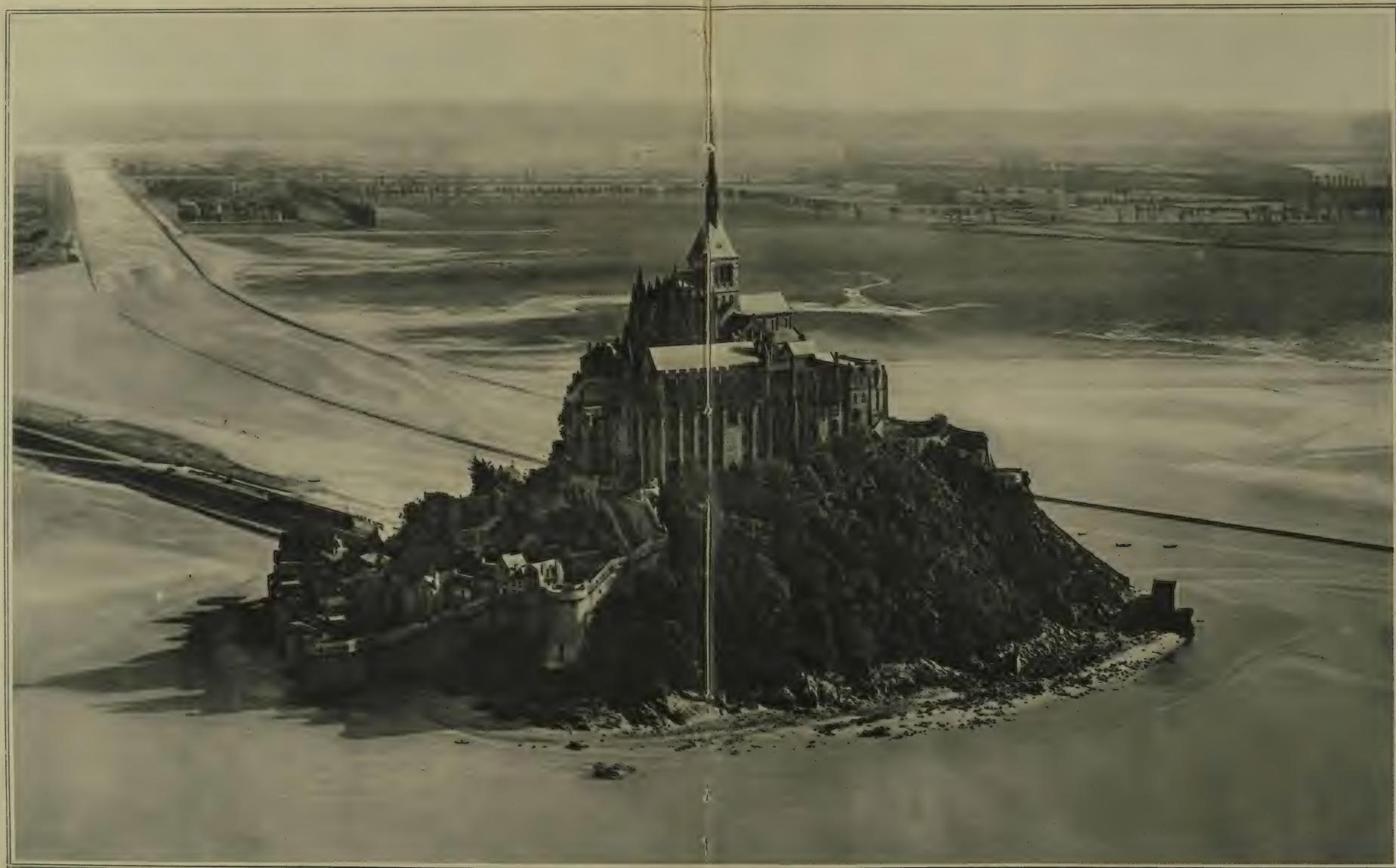
Continued.]

same number of times. . . . The feeding of the nectar is by regurgitation. . . . The parent thrusts her bill as far down the little one's throat as its anatomy will permit by a series of very rapid and forceful thrusts." When the two young ones, brother and sister, were picked out of the nest and placed on a girl's hand, the mother showed no fear. "She came immediately to them, and, poising on her wonderful wings, she fed each bird once and returned to a limb of the fir-tree four feet away. They were not satisfied with one feeding and in his excitement the male darted out of the hand, and flew to a branch about

15 ft. away. This was his first flight, and it was a pretty sight to see the mother following close by his side, as a mother teaching her babe to walk guards every uncertain step. . . . I picked him from his perch and replaced him on A.'s hand. Then the mother came and fed both twice alternately. Her confidence in our good intentions was supreme. . . . She poised in the air about us at times, but only in a friendly, inquiring way. . . . They did not leave the home tree till three days later, and the last we saw of them was in a feeding act high up among the branches of a fir-tree."

TO BE A CHANNEL SEAPLANE BASE FOR FRANCE? MONT ST. MICHEL AND ITS FAMOUS ABBEY, FROM THE AIR.

PHOTOGRAPH TAKEN FROM AN AEROPLANE FOR THE LIGUE POUR LA DÉFENSE ET LE RELÈVEMENT DE LA PATRIE.



POSSIBLY TO BECOME AN ISLAND AGAIN, BY SEVERANCE OF THE DIGUE (SHOWN ON THE LEFT) CONNECTING IT BY RAIL WITH THE MAINLAND: MONT ST. MICHEL AT LOW TIDE.
PHOTOGRAPHED FROM AN AEROPLANE APPROACHING FROM THE SEA.

A few weeks ago an important conference took place on Mont St. Michel, attended by representatives of the French Ministers for War, Fine Arts, and Commerce, and it was afterwards announced that a seaplane base was to be established in the bay and a strategic railway constructed along the coast to Granville. It was agreed that bombing exercises by aeroplanes and heavy gun-practice should take place only on a few days in the year. Should the decisions above-mentioned be adopted by the French Government, France will in time possess a powerful air-base commanding the Channel, as well as a new practice station for long-range heavy artillery. Incidentally, it is suggested that the military authorities will help the Ministry of Fine Arts to realise its desire to make Mont

St. Michel once more an island, by cutting the dique, or embankment, which connects it with the mainland and brings a light railway close up to the ramparts of the ancient fortress. This dike, both before and since its construction in 1877, has been a long-standing cause of controversy between the engineering interests and those that seek to preserve the natural beauties of the Mount. St. Aubert, Bishop of Avranches, who in 708 had a vision of the Archangel Michael, built an oratory on the Mount. The monastery was founded in 966 by Richard I., Duke of Normandy. The dike is seen on the left, and, beyond, the canalised river Couesnon with the bridge of Beauvoir. At the foot of the Mount, on the right, is the little chapel of St. Aubert.

THE WORLD OF SCIENCE.

A PROBLEM FOR HORSEMEN: THE "BLIND" NOSTRIL.

By W. P. Pycraft, F.Z.S., Author of "*The Infancy of Animals*," "*The Courtship of Animals*," etc., etc.

Flower in the crannied wall,
I pluck you out of the crannies,
I hold you here, root and all, in my hand,
Little flower—but if I could understand
What you are, root and all, and all in all,
I should know what God and man is.

TENNYSON, in a few words, here presents us with a profound truth. Not even in the case of the commonest of living things by the wayside, be they plant or animal, can we say that we know all that is to be known about them, in spite of statements to the contrary made by those self-confident people who sometimes tell us that they know the particular type of plants or animals in which they happen to be interested "from A to Z." We generally leave off just where we should be ready to begin.

One might suppose, for example, that by now there was little about so common an animal as a horse which was not known, either by the veterinary surgeon or the "man of science." This, however, is very far from being true, and he who would essay the task of completing the gaps in our knowledge of this, one of the best-known even of our domesticated animals, without any reference either to living wild species of horses or to their extinct ancestors, near and remote, would have his labour for nothing.

We cannot, if we are to arrive at any useful conclusions, regard a horse as though it were a homogeneous whole. For it is made up of a formidable complex of parts, each of which must be studied separately, and each of which has had to adjust itself to the whole. The history of the "evolution" of

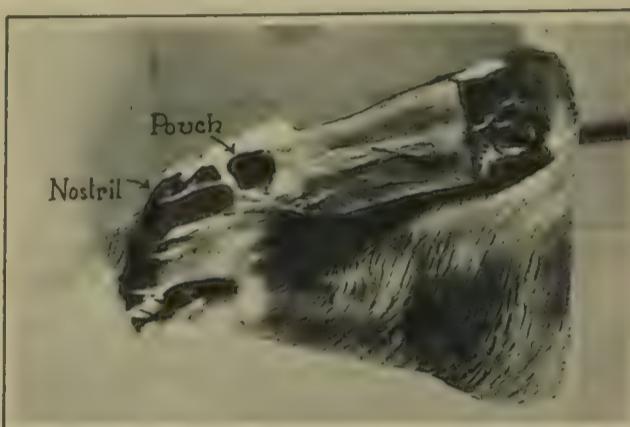
assigned to it, nor is any serious attempt made to explain its presence. One writer of repute on horses tells us that: "In the ass, the false nostril extends higher up than in the horse," and that: "The apparently functionless false nostril . . . is of lesser depth than that of the ass, and may be expected to

of respiratory air within the nostril. Nevertheless, I am not convinced that this is, or ever was, its real function. And this because, if it were so, we should expect to find it larger in Arabs and thoroughbreds than in other horses. It ought, indeed, to be much larger, because it would have been increased

by "selection," albeit unconsciously, since its presence does not in any way enter into the calculations of the breeder, when mating his stock. It is significant, indeed, that it is larger in the asses and zebras than in the horse. In the ass it displays a diverticulum in its floor—a sort of secondary pouch, globular in form.

It is interesting to note that in at least two species of fossil horses—*Hippidium* and *Onohippidium*—which are not in the direct line of descent of the horses of to-day, this pouch was of enormous size, and in these animals the notch for its reception extended almost up to the level of the eye.

The late Mr. Lydekker, who was no mean authority, held that the great size of this notch, and of the pouch lodged therein, was to be interpreted as evidence that these animals, during life, differed from all other members of the horse-tribe, in having the muzzle produced into a short trunk. As there seemed to me no reason that this should be so, I made a restoration of the head of *Onohippidium*, modelling it upon the skull. The result will be seen in the illustration below. This shows the head as it almost certainly appeared in life—the head of a rather heavy cart-horse. I next proceeded to restore the false nostril; following a similar restoration made by an American



SHOWING THE "BLIND" NOSTRIL OR POUCH: THE HEAD OF DWARKA, A FAMOUS ARAB OWNED BY THE PRINCE OF WALES—A "PREPARATION" AFTER DEATH.

disappear in the course of the ages. I would therefore infer that the immediate ancestor of the horse, as we know him, was a more or less striped ass." This information does not carry us very far. It does not even summarise all that is known on the subject.

Some time ago it fell to my good fortune to dissect out this mysterious pouch in a very famous Arab, which, having attained to an extreme old age, had to be destroyed. This was Dwarka, owned by the Prince of Wales, and presented by him to the British Museum of Natural History. A reference to the accompanying illustration of a cast of my dissection will more readily show the relative size and position of this pouch than a mere description. It was about three inches long, and behind marks the limit of the notch to which I have already referred. It may be readily explored by the finger in the living animal.

From the age of five, till he was twenty-five, Dwarka was owned and constantly ridden by Mrs. F. G. Atkinson, and during the greater part of this time in India. I wrote to his mistress, after my post-mortem, to ask her whether she had ever noticed



SHOWING THE GREAT SIZE AND PROBABLE APPEARANCE OF THE POUCH IN AN EXTINCT SPECIES OF HORSE: A RESTORATION OF ONOHIPPIDIUM.

these parts—that is to say, of these parts "in the making"—is often clearly indicated. Such are very precious, for they afford us standards of comparison as to the soundness of our methods of research and interpretation, when we attempt to arrive at an understanding as to the significance of parts which cannot be satisfactorily explained. And there are many in this state of suspended judgment.

The key to these riddles we seek to solve, not merely to satisfy our curiosity, or that we may apply the information gained as a solvent to other riddles, but also for the sake of the light that will, or may, be thrown upon aspects of health and disease, which have often to be taken into consideration. This is particularly true of "vestigial" organs—that is to say, of organs which have long since ceased to be useful to their possessor, just because they are "vestiges," or remnants, of a once larger and important organ.

The "false nostril" of the horse affords a case in point. The average horse-owner is, apparently, quite unaware of the existence of this organ, which is a small pouch, running backward from the inner side of the roof of the external nostril, and lodged in the notch between the nasal bone and the "premaxilla," as that portion of the upper jaw is called which bears the teeth. In cavalry regiments its existence is well enough known, and the men are instructed to sponge it out occasionally, because it is liable to become choked up with small pieces of chaff and other food particles, giving rise, sooner or later, to trouble. But in books on veterinary medicine, so far as I have been able to discover, no function is



SUPPOSED BY SOME SCIENTISTS TO HAVE HAD A SHORT TRUNK DURING LIFE: A RESTORATION OF THE HEAD OF ONOHIPPIDIUM, AN EXTINCT TYPE.

naturalist, Dr. W. K. Gregory. A study of the skeleton of either *Hippidium* or *Onohippidium* affords no reason to believe that they had anything like the speed of the modern Arab or thoroughbred.

What, then, could have been the function of the pouch? Mr. Lydekker compared the nostrils of these ancient horses with the nostrils of those remarkable antelopes, the chiru of Tibet and the saiga of Eastern Europe and Western Asia. These animals are characterised by a curiously inflated muzzle, produced into a short trunk, and he suggested the modification was due to the same cause—adaptation to a desert life.

But the comparison will not hold. For in these two antelopes the peculiarities of the muzzle are due to a very extensive shortening of the skeleton of the forepart of the face; whereas in the fossil horses in question the face has rather been lengthened. Further, we should, if his interpretation were true, expect to find a very considerable enlargement of the false nostril in desert-dwelling species, such as the Mongolian wild horse and the onagers, for example. And this is not the case. If it be suggested that these animals have but comparatively recently become desert-dwellers, then it is clear that enlarged nasal passages are not essential for desert life, and would not therefore have been developed in the fossil horses.

In the tapir, a remote relation of the horse, a similar blind pouch or "false nostril" is found; also in the rhinoceros.

It is to be hoped that horse-owners will give the subject their attention. They may be able to throw light on what is at present beyond our ken.



THE PRINCE OF WALES'S ARAB HORSE DWARKA AS HE WAS IN EXTREME OLD AGE (IN 1921): THE HEAD OF WHICH A POST-MORTEM DISSECTION APPEARS ABOVE.—[Photograph by F. W. Bond.]

any superficial evidence of the existence of this pouch, and whether, in her opinion, it played any useful part in the life of the animal. Her reply was to the effect that it seemed to her that, during a long and strenuous gallop, the pouch seemed to increase the volume

DOG SPRINTERS THAT DO 200 YARDS IN 13 SECONDS.

PHOTOGRAPHS BY EDWIN LEVICK. BY COURTESY OF "COUNTRY LIFE" OF NEW YORK.



BRITISH devotees of whippet-racing will be interested to see from these photographs how the sport is conducted in America under conditions apparently very similar to those that prevail over here. "The whippet," writes Mr. L. C. R. Cameron, in the "Encyclopædia of Sport," "resembles a greyhound in miniature, and sometimes approaches him too closely in size and weight, varying from 10 lb. to 40 lb. The difference is corrected by handicapping. . . . The whippet is a 'manufactured' dog, produced from the greyhound and the terrier, with probably an infusion of Italian greyhound blood. The terrier trait is

[Continued below.]

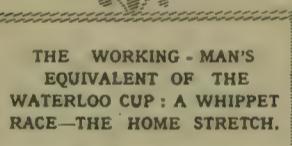
THE CRACK OF THE PISTOL: SLIPPERS THROWING THEIR DOGS INTO THEIR STRIDE AT THE START OF A RACE.



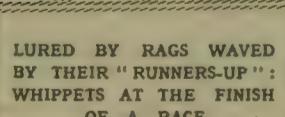
RUNNING BETWEEN STRINGS LIKE SPRINTERS AT AN ATHLETIC MEETING: WHIPPETS RACING IN AMERICA.



SPORT THAT HAS ALL THE THRILLS OF COURSING WITHOUT SHEDDING THE BLOOD OF "BUNNY": WHIPPET-RACING.



THE WORKING-MAN'S EQUIVALENT OF THE WATERLOO CUP: A WHIPPET RACE—THE HOME STRETCH.



LURED BY RAGS WAVED BY THEIR "RUNNERS-UP": WHIPPETS AT THE FINISH OF A RACE.

*Continued.*

exhibited in its fondness for hanging to and worrying the 'rag' to which it is trained to race. Whippet-races are run (in heats) on a cinder or brick-dust track 200 yards in length. The judge is placed in a sunk box on the winning-mark, so as to bring his eyes more nearly to the level of the competitors. . . . After weighing-in, the dog is taken to its handicap mark by the slipper. On the crack of the pistol the slippers simultaneously throw the dogs into their stride, and they race up the course to a 'rag' which is waved before them by their respective 'runners-up.' These runners have preceded the dogs up the course. . . . The handicapper's task is no light one, and elaborate tables are published in order to guide him. Notwithstanding every care, it is possible for the owner when

slipping his dog to 'hold' him in order to obtain a better handicap on a future occasion, or stuff his dog with pudding just before he runs, with the same intent. . . . The cost of the pastime is not very great. . . . One or two dogs are the usual complement of the working-man fancier. . . . The dog meant to win a big stake is looked after as carefully and fed as daintily as ever the winner of a Waterloo Cup. . . . The whippet is a gentle-mannered and sensitive little dog, and should never require rating or the whip. Kindness and the companionship of his owner are essential to bringing out his best qualities on the track. That he is a model of speed, even more than the greyhound, may be learned from the fact that he can cover a distance of 200 yards in 13 seconds."

The World of the Theatre

By J. T. GREIN.

VIRGIN SOIL.—THE LEEDS ART THEATRE.

OURS is the greatest Colonial Empire in the world, yet as far as dramatic literature is concerned it remains practically unexplored—a virgin soil. It is a tax on memory to recall plays dealing with life in India and the Dominions beyond the Seas. Many years ago Haddon Chambers, in his famous firstling, "Captain Swift," gave us glimpses of Australia, but it was mainly Australian sidelights seen in a London drawing-room; Somerset Maugham, in "The Land of Promise," depicted Canadian settlers with some fidelity; James Fagan, in "The Wheel," produced the first serious drama of India which acquainted us fairly realistically with the conditions under which our soldiers and Civil servants live, and the eerie influence of the native priests. There have been scores of cow-boy plays, but their quality was merely pictorial, their tendency melodramatic—generally a cask of the clothes and the canvas-made play. This poor harvest is all the more remarkable since other nations possess a Colonial drama. Holland, for instance, had, as long as forty years ago, a playwright named Brooshoof who wrote a series of plays on life in Java, which, in spite of a kind of mechanical construction, shed much light on the relationship between the European and the Malay. Fabricius, in these days, has written both comedies and dramas dealing with subjects showing how, in the Tropics, the average Dutchman sheds his skin and becomes a different person under the influence of the sun and his daily contact with a race in every way the antithesis of the Dutch. Claude Farrère, one of the most interesting novelists of modern France, has told in "Fumée d'Opium," "Les Civilisées," and other works often dramatised, how the French act as colonisers—and the picture is often more candid than flattering. As for the Americans, their repertory abounds in plays with Cuba, Manila, and Mexico as setting; but it would be left to Eugene O'Neill to raise the subject to the environment. Such American-Colonial plays as we have seen (or read) generally produce the impression that the author writes from hearsay, from books he has read or pictures he has seen, and constructs his story from a Broadway angle. It is second-hand drama, not the genuine outcome of personal knowledge and observation.

There is thus an enormous field for the traveller endowed with dramatic instinct. For, letting India alone, what do we know of Jamaica and the rest of the West Indies, of Fiji, of East Africa, and, I might add, of the social life of Canada? Is there a single play extant dealing with the last-named beyond cow-boys, shack, and ranch? Yet all the lands under our rule have a history, a population, a folklore, a variety of customs of life which would offer wonderful opportunities for an alert mind to see and record something new, to break away from the rut of convention.

Of course, the end is not achieved by a mere trip, a hasty survey. The times are past when a French journalist who had been one hour in Dover on a rainy day and saw a red-haired girl wrote home: "In England it always rains and the girls mostly have red hair," which his editor printed without demur and the people took *au sérieux*. Travel has changed all that—and it is to the traveller and to the writers in our Colonial Press that we must look for the tilling of the virgin soil. But encouragement is needed. We at home care far too little for, and (unless we are professionally connected with our colonies) know next to nothing of, Greater Britain across the seas. That the interest can be created is proved by the efforts of our Indian Play Society in

London—efforts which would gain by organisation and careful preparation. But that is only one step in the right direction. What we want is a manager who will lead, by promising his support to the young dramatist

England and Ireland. I asked Mr. Smith how he managed to carry on after his first performance; for, as usual when the pioneer sets sail in his argosy of good hope, there is an inexhaustible fund of enthusiasm and no cash. And this is how he did it: A few fellow-lovers of the non-commercial drama banded together and supplied the slender munition for the first start. They appealed to amateurs willing to work—and the amateurs flocked in. They appealed to Edith Craig, the gifted producer (on whose account London shall never be forgiven for letting her well-known Princess Society go under for a few hundred pounds—and that in spite of a growing list of patrons of "gentry and nobility"). She responded. Then invitations were sent out to possible subscribers—people who profess a certain interest in the progress of the theatre, and may be tempted after tasting. Success emboldened their efforts, and after the send-off the campaign began in earnest. One can do these things better and cheaper in a provincial centre than in London. A letter in the leading paper read by all sounds the clarion. Circulars go forth to members of the philosophical, literary, and kindred societies. The telephone-book—funny but practical thought—was fingered, and from it culled a list of names of promise. In London it would cost a good many pounds; in Leeds it was a matter of so many pennies and a circular. The result was more than gratifying. With a maximum subscription of one pound for a series of performances, and a few shillings as minimum, no less than £900 was gathered for the forthcoming season. And as the pound subscribers were the great minority, it may be safely calculated that the membership goes into thousands. What are we to think of it, when we recall that in its palmiest days our Independent Theatre, the "Grannie" of all these pioneering theatres, never had a greater revenue than £450 per season, and the Stage Society £1500? And this in London—not Leeds!

Again, there came support from an unexpected quarter. The directors wanted to do a miracle play by Hoffmannsthal in fitting surroundings. Their eye fell on a disused church under the sceptre of the Bishop of Ripon. They boldly applied to the Bishop, who made careful inquiries concerning the nature of the play, and finally granted his sanction. Thus in Leeds a great thing has been achieved by the *entente* between Church and Stage. Nor will the first step remain single. Maeterlinck's "Sister Beatrice" will no doubt follow; and, at Christmas, triplets from Laurence Housman's pen.

But the great and significant feature of the Leeds Art Theatre will be its practically entire equipment by amateurs. Only in cases of extraordinary histrionic demands will the professional be called in. This theatre, under its artistic guidance, will derive its life-force from people who devote their leisure to the cult of the theatre. They are bound to rehearse as conscientiously and regularly as any professional; they will seek no reward except the highest—recognition. They will attempt the highest form of the drama; and, under the safe stewardship of Edith Craig, who is as hopeful and enthusiastic as her

staunch henchmen, Messrs. Smith and Ramsden, there is every prospect of performances worthy of the cause.

Wherefore, three cheers for Leeds! And wake up, London! For in the Great City there is nothing like the Art Theatre of Leeds except in Golders Green, and that is practically not London, but a Free State of Art far away from the barren centre!



A REAL COACH AND HORSES ON THE DRURY LANE STAGE: A PICTURESQUE INCIDENT IN "NED KEAN OF OLD DRURY"—THE ARRIVAL OF DR. DRURY (MR. WILLIAM FARREN) AT TIVERTON. Dr. Drury is the old man on the back seat of the coach. He is a director of Drury Lane Theatre, and at Tiverton he "discovers" Edmund Kean, who is giving some villagers a taste of his acting, in order to secure an audience for his forthcoming performance in a barn.—[Photograph by Stage Photo Co.]

devoting his energies to Colonial life. In doing so, he would not only widen our horizon, but, from a material point of view, reap the benefit of his enterprise. For the field is vast and of infinite possibilities.



A DOMESTIC TRAGEDY IN THE EARLY CAREER OF EDMUND KEAN: WITH HIS DYING SON HOWARD (MISS GABRIELLE CASARELLI) IN "NED KEAN OF OLD DRURY," AT DRURY LANE.

While Edmund Kean was still a struggling actor in the provinces, his elder boy, Howard, died in poor lodgings at Dorchester, in spite of the efforts of a kindly doctor to save him. At the back in the photograph is Kean's wife, Mary (Miss Louise Regnis), and on the right his friend Bob Clifford (Mr. Thomas Pancefort). Kean himself (Mr. H. A. Saintsbury) is kneeling at the boy's bedside.

Photograph by Stage Photo Co.

I had a chat the other day with Mr. Charles Smith, the originator, with Mr. Ramsden, of the Leeds Art Theatre. From very modest beginnings—a performance of a modern play—they have built up an institution which is likely to last and make the North familiar with the modern drama of intelligence and progress—the drama from Chekhov and Strindberg to Hoffmannsthal and the younger playwrights of

THE OPERA SEASON: SINGERS AND CONDUCTORS AT COVENT GARDEN.

PHOTOGRAPHS BY COURTESY OF THE BRITISH NATIONAL OPERA CO.; AND BY DOVER STREET STUDIOS, VANDYK, SWAINE BERTRAM PARK, AND CLAUDE HARRIS.

MME. EDNA THORNTON.

MISS EDITH CLEGG.

MISS BEATRICE MIRANDA.

MISS FLORENCE AUSTRAL.

ARTISTIC DIRECTOR
AND ONE OF THE CHIEF CONDUCTORS OF THE
BRITISH NATIONAL OPERA CO.: MR. PERCY PITT.

MR. ROBERT RADFORD.

MR. NORMAN ALLIN.

ONE OF THE
MOST FAMOUS OF MODERN CONDUCTORS AND
COMPOSERS: MR. EUGENE GOOSSENS.

MR. TUDOR DAVIES.

MR. WALTER HYDE.

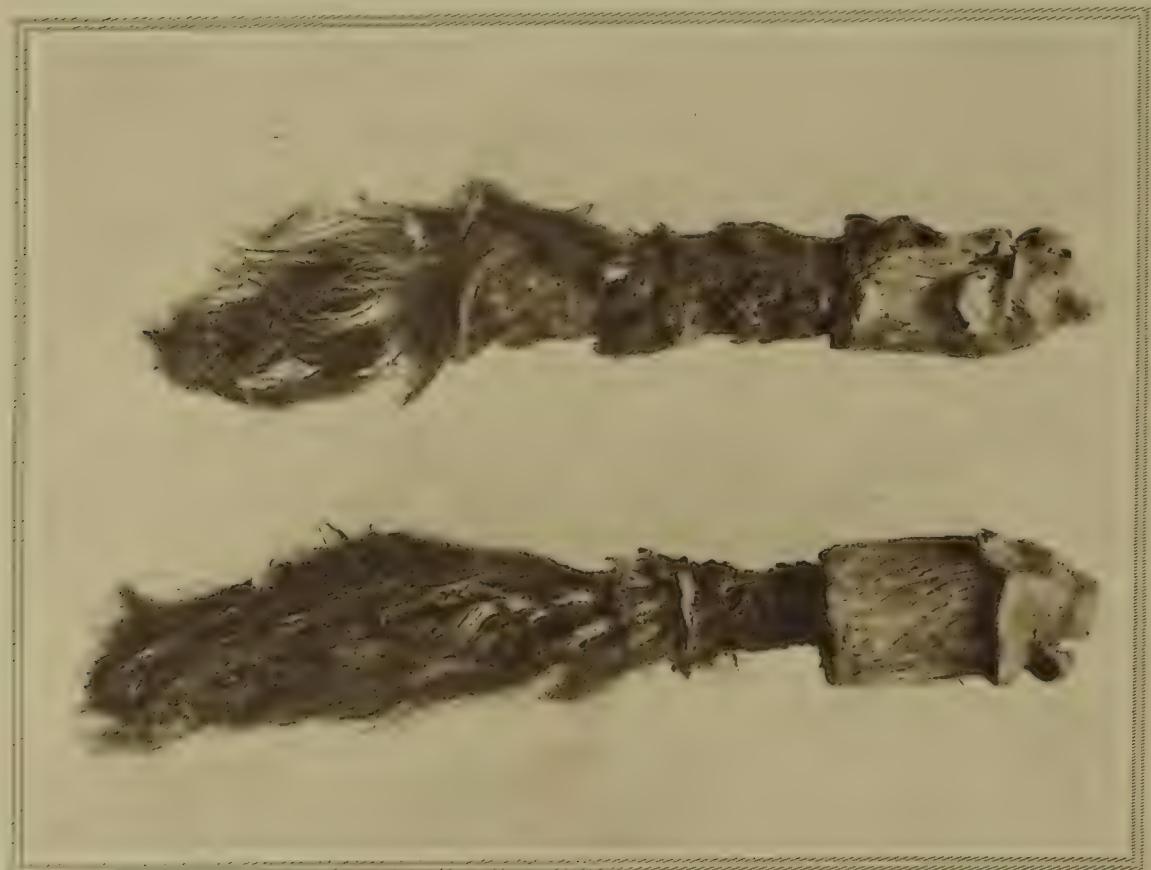
A FAMOUS SINGER HEARD IN "THE PERFECT FOOL" AND
"MADAM BUTTERFLY": MISS MAGGIE TEYTE.

We give portraits above of some of the principal singers and conductors engaged by the British National Opera Company, which opened its season at Covent Garden on May 14 with the first production of Mr. Gustav Holst's new one-act opera, "The Perfect Fool." Miss Maggie Teyte was heard to great advantage as the Princess, and Mme. Edna Thornton as the Mother, while Mr. Eugene Goossens conducted the work with his accustomed skill. The next night was given "The Rhinegold," in which Mme. Thornton appeared as Fricka, Mr. Norman Allin as

Fafnir, and Mr. Tudor Davies as Froh. In "Madam Butterfly," on the third night, Miss Maggie Teyte's singing in the name-part was the great feature of the performance. Miss Edith Clegg was excellent, as usual, as the maid, Suzuki, and Mr. Tudor Davies was the Pinkerton. Mr. Percy Pitt conducted. In "The Valkyrie" on May 17, Miss Florence Austral was heard as Brunnhilde, Mr. Robert Radford as Hunding, and Mr. Walter Hyde as Siegmund. As mentioned on our front page, Mr. Albert Coates is conducting the "Ring" cycle.

NOW AT CAIRO: TUTANKHAMEN TREASURES—NEW DETAIL PHOTOGRAPHS.

THE "TIMES" WORLD COPYRIGHT PHOTOGRAPHS BY MR. HARRY BURTON, OF THE METROPOLITAN MUSEUM OF ART, NEW YORK, EXPEDITION; LENT BY COURTESY OF THE TRUSTEES, THE DIRECTOR, AND MR. LYTHGOE, CURATOR OF THE EGYPTIAN DEPARTMENT.



HOW THE ANCIENT EGYPTIANS KEPT OFF THE TOO OBTRUSIVE FLY: HORSE-HAIR FLY-WHISK WITH LION-HEAD HANDLES OF GILT WOOD.



AS FOUND: THE INSIDE OF AN INLAID BOX WITH OBJECTS CARELESSLY REPLACED BY ANCIENT OFFICIALS AFTER A ROBBERY AT THE TOMB.

THE exquisite amuletic necklace here illustrated has, at one end, a pectoral of wood, gilt and inlaid with glass, and at the other end a serpentine scarab, with a gold funda for suspension. The body of it is in semi-transparent coloured glass, with wood and gilt beads between. It has been reconstructed practically in its original state.

THE FINEST OF MANY FOUND IN THE TOMB: AN AMULETIC NECKLACE WITH AN INLAID PECTORAL AT ONE END AND SCARAB AT THE OTHER.



SIMILAR IN MAKE TO THOSE OF MODERN EGYPT: A RUSH-WORK BASKET FULL OF DOM-NUTS AS ORIGINALLY FOUND IN TUTANKHAMEN'S TOMB.

The work of chemically treating for preservation and packing all the objects—about 500 in all—found in the ante-chamber of Tutankhamen's tomb in the Valley of Kings near Thebes by the late Earl of Carnarvon and Mr. Howard Carter, was recently completed by Mr. Carter and his assistants. These treasures of ancient Egyptian art filled 89 packing-cases, but the number of packages was reduced to 34 by enclosing several in a crate or fastening two or more cases together. On May 14 and 15 they were conveyed by a Decauville railway from the tomb to the Nile bank opposite Luxor, and there placed on board a barge, which was towed by a tug, under police guard, down to Cairo, where the packages

were transferred to the Museum. The above photographs, hitherto unpublished, show detail of interesting objects in the new collection. The amuletic necklace is the most remarkable of numerous collarettes and necklaces in polychrome faience. Never before have such articles been found complete, or with component parts making possible such complete reconstruction, and they form a great contribution to our knowledge of ancient Egyptian jewellery. Particulars of the one illustrated on this page are given in the note above. This necklace makes a very attractive ornament. The work of piecing it together, and others of its kind, has been carried out with great success by Mr. Callender.

Born 1820—Still going Strong!



HISTORICAL SPIRIT SERIES NO. 24

ROTHESAY CASTLE.—A typical example of the mediæval stronghold with round tower, square keep and moat, so characteristic of warfare in the thirteenth and fourteenth centuries. Was taken and retaken in the desperate struggles between Robert Bruce and the English.

Johnnie Walker: "Robert the Bruce! Lives there a Scot who does not know your name?"

Shade of
Robert the Bruce:

"I am proud to know that I still represent the spirit of the past as you stand for the spirit of the present."

THE WORLD OF WOMEN



Mauve and white rubber makes the attractive cap on the left; while the other is carried out in navy blue, with white petals. Gamage's, Holborn, are responsible for them.

THE Queen looked a little tired last week after the rather strenuous but wholly enjoyable time in Italy. Her Majesty has said, since her return, how thoroughly she enjoyed it, and what an extraordinary experience it was. Undoubtedly it has done much good, and the men and women of Italy are most enthusiastic about the stateliness, graciousness, and beauty of our Queen. As I ventured to predict, not in any of the lovely dresses taken for the visit did her Majesty look such a picture as in the dead black, the black lace mantilla, and Spanish comb for the reception by the Pope. The Queen knows Switzerland well, and, it is said, exchanged views about climbing and the Swiss scenery with his Holiness, who was quite a considerable Alpinist in his younger manhood. It is practically certain that a State visit will be paid by the King and Queen of Italy to our King and Queen, and, if all goes well, that it will be in the autumn.

The Marchioness of Titchfield secured a great success for her ball in aid of the Sick Children. She is personally so great a favourite that it went with a swing from the first idea of giving it. Londonderry House was placed at her disposal, but a week before the event, Viscount Chaplin, who has a suite of rooms there, became seriously worse, so Lady Titchfield decided to have it in her own house. Lord Chaplin has since become considerably better, and Lady Londonderry is again in Northern Ireland, where there is great claim for her social help, which

is generously and cleverly given. Lady Titchfield's house, next door to the Princess Royal's in Portman Square, is a very spacious one which Lord Titchfield bought from Lord Ducie about three years ago. It was built after the Adam brothers' death, but has many of the best characteristics of their period, and the ball-room, overlooking the Square, is splendidly proportioned and excellent for the purpose. Lady Titchfield, who had sustained defeat at golf during the day in the Lords v. Commons ladies' match at Hanger Hill—this sounds a little mixed, but what is meant will be understood—looked dainty, and as fresh as a flower, in a lovely satin and tulle ball gown trimmed with flowers, and that she made a perfect hostess goes without saying, seeing that she is perfect hospitality very prettily personified.

From a social point of view, the opening night of the British National Opera Company's season was not like the opening nights of old. The Princess Royal, a great opera lover, was there, with Princess Maud, and Princess Victoria was in the Royal Box, attended by the Dowager Countess of Antrim. Some well-known people were in the stalls, and everyone was interested and excited by the music, if a little puzzled by the theme. However, the verdict seemed to be: if "The Perfect Fool" was so cleverly musical, he was one to be suffered gladly. On Friday night, when the opera was repeated, there was a good and brilliant house, and it was even more enjoyed, for the music wants more than one hearing.

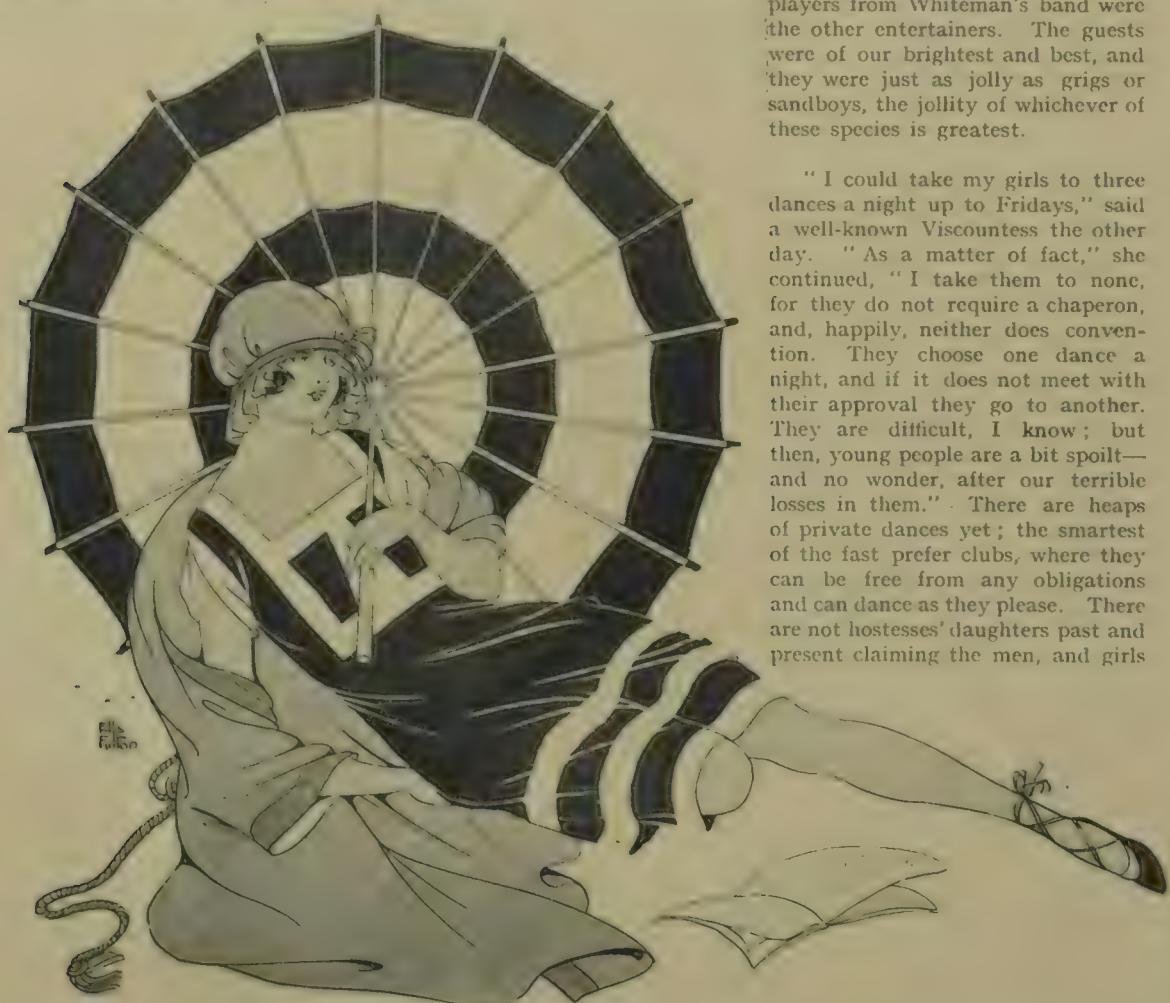
Mrs. James Corrigan and Mrs. James Forbes combined to give a hundred of their friends a cabaret dinner at the former's house, 16, Grosvenor Street, taken from the Hon. George and Mrs. Keppel. Mrs. Corrigan was at first a little shy of the idea, for she believed it would be too American to suit our British taste. But it wasn't. So well was it done that it must have been a jaded taste not to enjoy it all. Miss Mevagh Forbes, beautifully dressed in pale yellow, distributed favours in the shape of comical animals. The name-cards made by a Russian lady were in the form of Russian ballet dancers. A marquee had been built on to the dining-room, the windows of which were taken out on that side. In this way its size was doubled and a promenade was secured round the ten tables (at each of which were ten guests) for the artists. The tables, which were round, were decorated with sweet peas, on each table a different colour, and over the flowers hovered butterflies. Loulou Hegoburn came specially over from Paris for the evening, arrangements having been made to release her from her Paris engagement and a special passport obtained. She was very dainty, and, singing her violet-selling song, distributed her odorous blooms to the guests as she passed the tables. The Silver Tone Quartette, from the Empire, and four saxophone and concertina players from Whiteman's band were the other entertainers. The guests were of our brightest and best, and they were just as jolly as grigs or sandboys, the jollity of whichever of these species is greatest.

"I could take my girls to three dances a night up to Fridays," said a well-known Viscountess the other day. "As a matter of fact," she continued, "I take them to none, for they do not require a chaperon, and, happily, neither does convention. They choose one dance a night, and if it does not meet with their approval they go to another. They are difficult, I know; but then, young people are a bit spoilt—and no wonder, after our terrible losses in them." There are heaps of private dances yet; the smartest of the fast prefer clubs, where they can be free from any obligations and can dance as they please. There are not hostesses' daughters past and present claiming the men, and girls

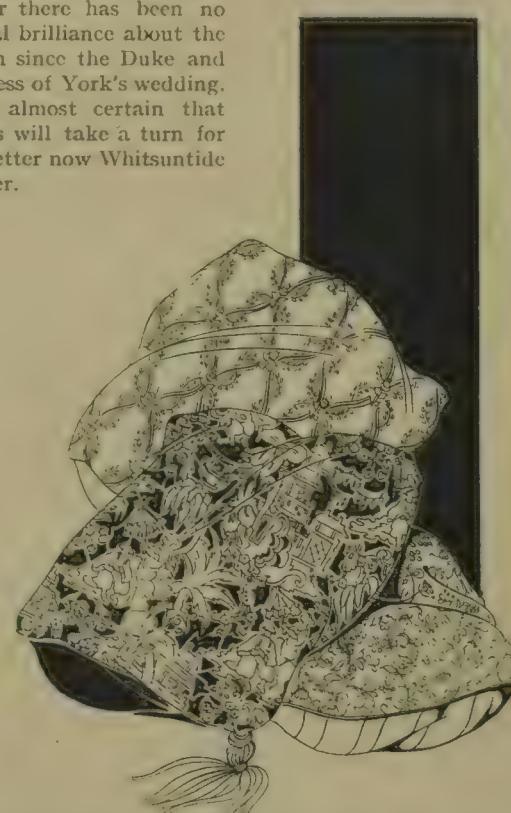


A pretty panelled bathing suit of navy blue stockinette, which stands to the credit of Gamage's.

can take the floor with the most charming ineffables without the eagle eye of father or mother, uncle or aunt, to freeze them for their folly. Truly it is a go-as-you-please dancing world these nights. What the effect is on life and morals deponent knoweth not; meanwhile, the freedom makes for pleasure. That all the dancing makes a brilliant season need not be thought. So far there has been no special brilliance about the season since the Duke and Duchess of York's wedding. It is almost certain that things will take a turn for the better now Whitsuntide is over.



Serviceable and charming is this bathing-dress of soft knit wool. The wrap is of Turkish towelling. (See page 918.)



Sundour unsadable fabrics can brave the strongest rays with impunity. (See page 918.)

Bartholomew Fair, for the great old London hospital familiarly known as "Bart's," promises to be the outstanding charity fête of the season. The Prince of Wales being President of Bart's spells success for it in capital letters, for everyone will put their backs into it, and many will open their pockets because the Prince is in it; for the Prince, being in, will bear it that all the opposed will beware of it and most gladly help it—with many apologies to one William Shakespeare.

A. E. L.

The John Haig Famous Hostelry Series*The Wisley Hut, Ripley*

When the Artist Paid a Call

IT is quite clear from the illustration that our artist did not visit the Wisley Hut on a bright Saturday or Sunday, for on such days it is practically impossible to get near the hotel, so large is the number of cars and motor cycles parked in front, on both sides of the road. It is said that no Londoner can stand there for ten minutes without catching sight of some well-known motoring friend.

To the London motorist, of the old school especially, the Wisley Hut is full of associations that date back to the earliest days of motoring and the vogue of the pedalled roadster. Here he meets his friends to talk over the varied adventures of the road that each has experienced.

And, as with all discussions of like character, one or another will surely raise the question of refreshment. What better can be got than a fine old whisky—a whisky of old associations, too, the *original* John Haig, whose reputation has been ceaselessly maintained for nearly three hundred years among travellers of particular taste.

Dye Ken
John Haig?
THE ORIGINAL
*The Clubman's Whisky
 since 1627*

*By Appointment*

Fashions and Fancies.

Everything for
the River Girl.

The call of the river is irresistible now that the evenings are lengthening; and certainly nothing forms a more effective background for a pretty summer frock than sparkling water, trees, and gaily coloured punt-cushions. The latter can be obtained at Harrods, Knightsbridge, in a wonderful variety of shades, ranging from 4s. 11d. each. These artists in dress are responsible for all the suggestions for boating accessories depicted on this page, and their striped crêpe-de-Chine washing dresses are ideal for the river, and can be had in almost any colouring.

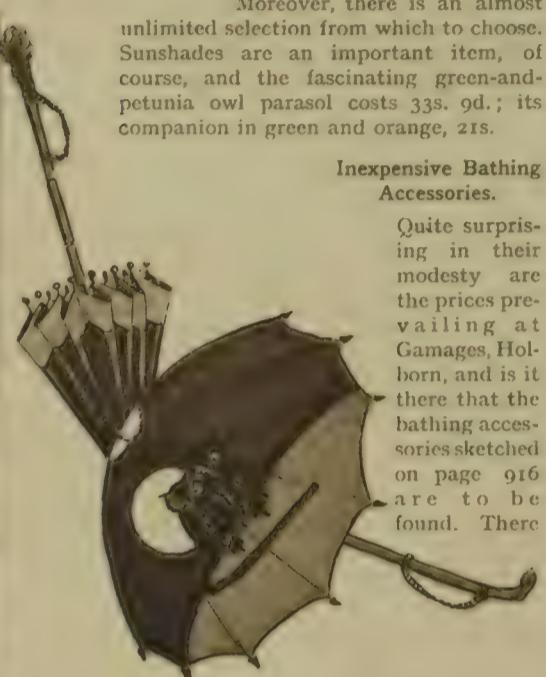
Moreover, there is an almost unlimited selection from which to choose. Sunshades are an important item, of course, and the fascinating green-and-petunia owl parasol costs 33s. 9d.; its companion in green and orange, 21s.

Inexpensive Bathing Accessories.

Quite surprising in their modesty are the prices prevailing at Gammages, Holborn, and is it there that the bathing accessories sketched on page 916 are to be found. There



The side view of the pretty hat sketched opposite.



Fascinating are the designs which Harrods have chosen for their sunshades.

are plain rubber diving helmets to be had for 7½d., and bathing suits range from 2s. 6d. each, the one at the top in navy-blue stockinette costing 10s. 11d.

secures the other bathing wrap, which boasts wide magyar sleeves. The knit wool suit at the foot of the page is expressed in black-and-yellow, saxe-blue and black, or emerald-green and white, and it costs 7s. 6d.

Sundour Unfadable Fabrics.

There is no need to shut out the sun if Sundour unfadable fabrics are chosen for the furnishing of the house, for Sundour fabrics will withstand the strongest sunlight without losing colour, and they wash equally well. They are to be had in any number of fascinating designs, and may be purchased from furnishers and decorators of prestige.



A pale yellow Leghorn straw hat, which Harrods, Knightsbridge, have decorated with a velvet ribbon of a deeper tone.

Ciro Pearls Beauty Contest Result.

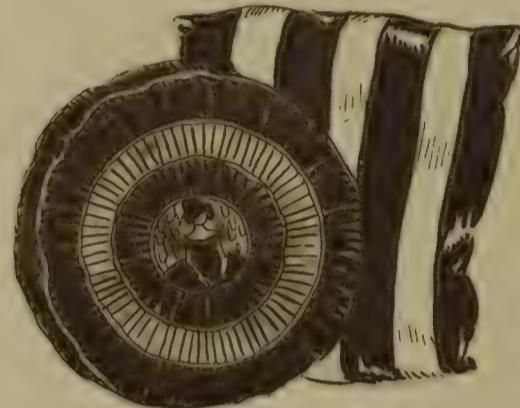
The result of the Beauty Competition organised by Ciro Pearls, Ltd., for wearers of their pearls, will be announced in the windows of their establishments in the West End and City on June 1. The contest has created immense interest, and many hundreds of photographs have had to come under the scrutiny of the judges—Miss Gladys Cooper, Miss Phyllis Dare, Mr. Nelson Keys, and Mr. Charles P. Sisley, whose task has been by no means easy.

E. A. R.



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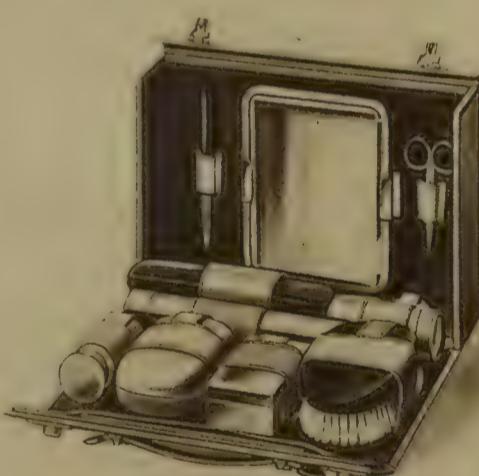
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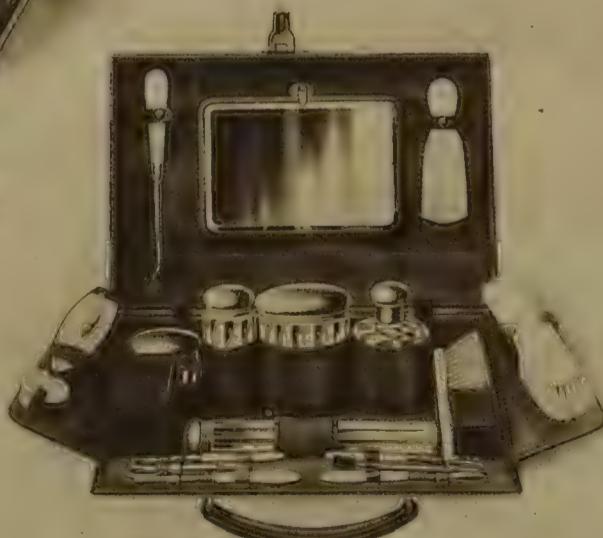
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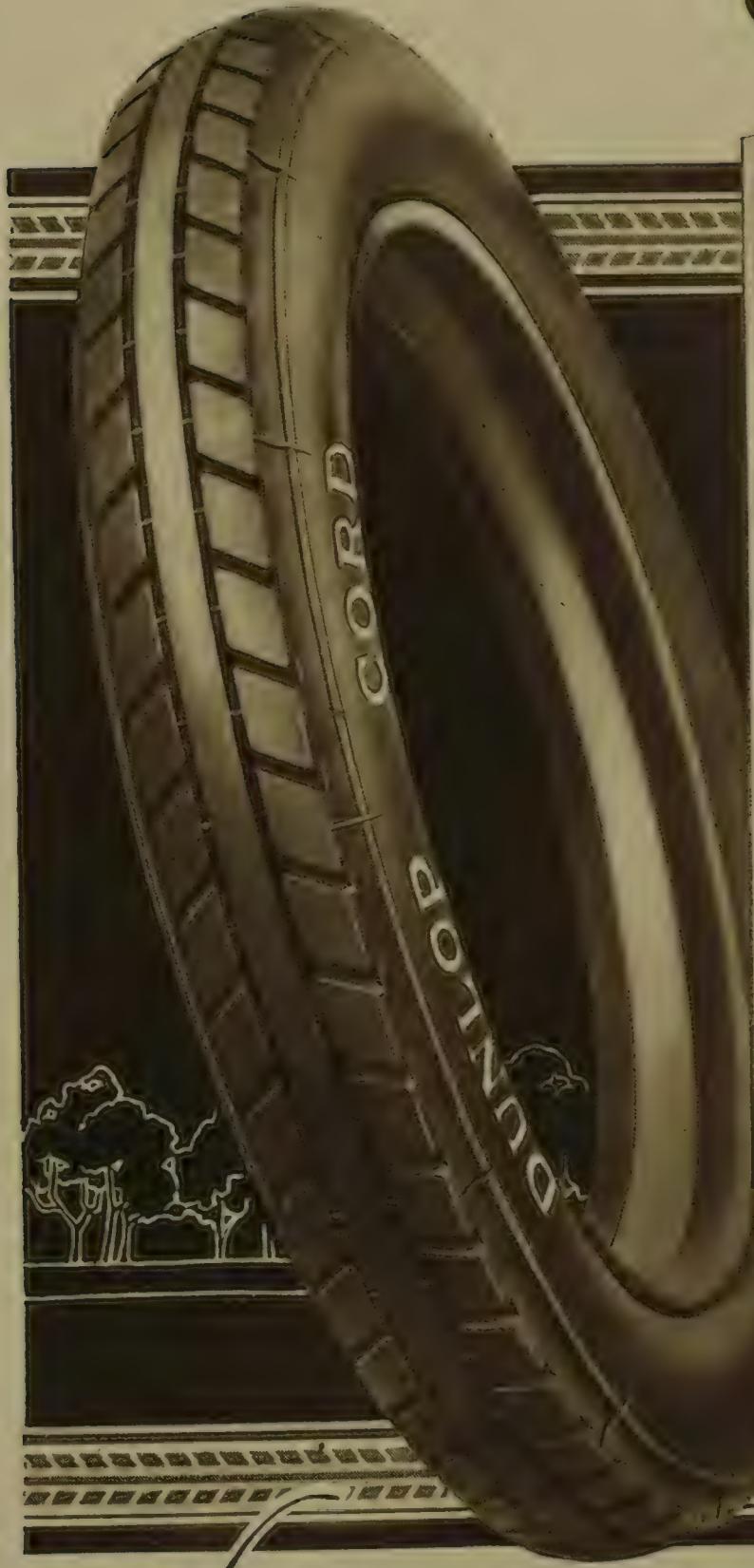
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"ALEXANDRIA."—(Continued from page 900.)

the Ganem, one of the numerous reefs scattered in the harbour, and worn so flat by the action of the water that it forms a natural platform or landing-stage. In this respect I have followed the Turkish

and Cilicians, occupied that point of vantage. Before this work of destruction, their dwellings were situated towards the west of the island, where an Egyptian population had settled in a village, with its Temple of Isis and flourishing gardens.

No actual representation of the famous lighthouse tower exists, but its dimensions were measured centuries after its foundation by an Arab, Masoudi (quoted by Makrizi, the Arab traveller), and are very likely correct, according to M. Jondet. The present attempt at reconstruction is based on the given figures. The tower occupied the site of the fort of Kaid Bey, by which name the islet is known at present.

The Pharos lighthouse was erected by Ptolemy II. (Philadelphus). His architect, Sosstratus of Cnidos, designed it. The edifice (according to Strabo) was made of white marble and was of perfect proportions. It was one

of the Seven Wonders of the World. The lower part is described as a cube approximately half the height of the whole. Thereon was an octagonal tower, surmounted by a round one, from the top of which a fire burnt all day and night, according to Josephus. He states that the flame and smoke could be seen thirty-three miles away. M. Jondet puts the distance at forty-four kilometres (twenty-seven and a half miles). The whole building was between 110 and 120 metres high, or more than 350 English feet.

The style and decoration adopted in the picture is imaginary, but based on the accepted type of Greek construction. It is not recorded whether the flame was protected by any sort of dome or lantern, and I have not figured

any. A portico surrounded the building. Some thirty magnificent granite columns, seven or eight metres long (twenty-four feet), by thirty inches in diameter, were discovered by M. Jondet lying just below the water level at the north-east of the lighthouse rock. He suggests that these columns belonged to the portico. There is no doubt that the colossal tower served as a model for structures of the same kind, and was the prototype of all lighthouses. Flavius Josephus states the Phazael Tower at Jerusalem equalled that of Pharos in every respect.—A. FORESTIER.

Few dishes are more readily welcomed by old and young alike than rhubarb. It is the most seasonable dish of all at this time of the year, and a very wholesome one into the bargain; but, in order to bring out to the full the really delicious flavour, it



AIR OPERATIONS IN WAZIRISTAN: MACHINES SENT TO BRING BACK TWO FLYING OFFICERS CAPTURED BY MAHSUDS AND RANSOMED, AT SARAROGHA AERODROME.

Two Officers Foster and Ridley, whose machines crashed during bombing operations in Waziristan, were captured and held to ransom for eighteen days by Zalal Khal Mahsuds. Our photograph shows the machines sent to bring them back to Dardoni after their release. It was taken at Sararogha Aerodrome, the only landing ground in that part of Waziristan.

Photographs by I.P.M. Photographic Service, Allahabad; Supplied by Sport and General.

arrangements of Fort Kaid Bey, which seem quite rational, and may have been a tradition from the ancients.

The isolation of the lighthouse rock was compensated by the existence of a natural harbour (improved upon by the work of man) formed by some now submerged, or partly submerged, rocks, where vessels could land provisions and stores, and leaving a means of escape in case of attack. A long mole in the open on the north side contributed to the welfare and safety of the occupants.

After the taking of Pharos by Julius Cæsar, when he ordered the demolition of the houses of the Pharites, the place became a ruin, but some of the population managed to group themselves around the lighthouse at the foot of the walls, where no doubt at all times some of the pirates and wreckers who constituted the population of Pharos, mostly Greeks



AFTER RECEIVING RANSOM FOR THE RELEASE OF TWO CAPTURED BRITISH FLYING OFFICERS: SOME OF THE MAHSUDS WHO BROUGHT THEM IN—A PICTURESQUE GROUP.

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THE WORLD OF MUSIC.

THE SCORE READERS.

THE publication of miniature full scores at cheap prices is an interesting sign of the spread of musical knowledge. All the important classics have been obtainable in this form for several years, and recently it has become customary for quite modern compositions to be brought out in miniature full score. Not all of them are of much practical use. A folio score of a symphony on a large scale can be photographed and reduced to small octavo size; but where there are a couple of dozen or more staves to a page the notes become so small as to be almost unreadable. Miniature scores, to be really satisfactory to read, ought to be engraved as miniature scores, with a style of note that can stand out clear in spite of its small size. The best that I have seen yet are the new series of classical symphonies and overtures brought out by the Philharmonischer Verlag at Vienna. They are no bigger in the page than the ordinary miniature scores, but the printing is astonishingly clear and easy to read. What may also be mentioned is that such words as *rallentando*, which are printed in full, are printed in a bold Roman type instead of the narrow Germanised italic which, in spite of its unpleasant appearance, has been for years the traditional style in music-printing.

There has always been a great sale for miniature scores in Vienna, where the standard of amateur musicianship has for hundreds of years been extremely high. Small scores are on sale at the Queen's Hall at most orchestral concerts, but they are not bought in such large quantities as they are in Vienna. It appears, however, that not all who buy them are able to read them, even in the city of Mozart and Beethoven. It is the correct thing to be seen with a small score when listening to a symphony concert, even if you hold it upside down. In London people do not, as a rule, waste their money on full scores

unless they are likely to understand them. But in Germany and Austria the orchestra has become an object of worship. The star conductor is as much of a celebrity as the prima-donna was half a century ago. When I listen to the exaggerated nonsense that is talked about conductors and orchestras in Berlin or Vienna I am often thankful that England is still a comparatively unmusical country.

works in various languages which teach the young composer how to write for an orchestra; and a young composer who goes through the conventional mill naturally learns to read from an orchestral score. But this little book was not intended for the young professional student; it was addressed to the average concert-going public. Naturally, the author could not in forty pages touch more than the surface of things.

but, on the whole, it was a well-written little book. What interested me was his general outlook on orchestral music. Most English people, writing a book of that kind, would have begun near the beginning and talked about Bach, Mozart, and Haydn. Our German author hardly mentions them. He begins with Mahler, the favourite composer of the day. Mahler, who died a few years ago, was undoubtedly one of the finest conductors of modern times. He was, in fact, the creator of this new school of star conductors. He also wrote symphonies, all of them for the modern monster orchestra, and most of them of such a length that no other work can be put into the same programme with them. I do not wish to discuss their merits here. Evidently the average concert-goer in Vienna wants to hear Mahler more than anyone else; and evidently—if this little book is fair evidence, as I think it is—he regards the Mahler orchestra as the normal standard of to-day, the Wagner style as classical, and Beethoven as archaic. As for Haydn and Bach, their names have to be mentioned only in order to account for certain traditional methods of notation which the modern musician finds extremely inconvenient and unpractical, though he has not yet invented anything better to take their place.

The author concludes his book with "ten commandments for score-readers," some of which are very sound, some very disputable, and some rather ridiculous. His last commandment runs, "Listening to music is Divine Service; if you are not inclined for that, stay at home." When a musician says that

[Continued overleaf.]



THE CROWN PRINCE OF SWEDEN WATCHING A LONDON LAWN-TENNIS TOURNAMENT:
(L. TO R.) LADY DENMAN; THE CROWN PRINCE; AND LADY PATRICIA RAMSAY,
AT ST. DUNSTAN'S.

The Crown Prince of Sweden recently arrived in London on a visit to his father-in-law, the Duke of Connaught. He is here seen watching a lawn-tennis tournament, played at St. Dunstan's, Regent's Park, in aid of the Roehampton Club for Working Girls. Lady Patricia Ramsay, who is his sister-in-law, presented the prizes. Lady Denman was one of the competitors. The Crown Prince, who is a widower, is well known as an archaeological explorer.

Photograph by Keystone View Co.

A curious sign of the times came into my hands a few days ago. It was a little book of not more than forty pages, by a Viennese musician, called an "Introduction to Score-Reading." There are plenty of

sound, some very disputable, and some rather ridiculous. His last commandment runs, "Listening to music is Divine Service; if you are not inclined for that, stay at home." When a musician says that

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FINGAL.

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Continued.

music is a form of religion we can take him seriously and respect his words; but to talk of concert-going as a substitute for church-going is to concern oneself only with mere externals. We do not want to encourage Pharisaism in music, however useful it may be elsewhere. Another commandment says, "Show reverence to the masters and the masterpieces; fault-finding is pedantry." It is possible that masters and masterpieces may deserve reverence, but we must make sure first that they really are masters and masterpieces. There is certainly a pedantic type of fault-finding which is contemptible because it implies blindness or want of interest towards qualities of greatness. But there is also a healthy scepticism and readiness to question all previous judgments—one's own as well as other people's. The author of this little book would probably be shocked if I told him what I thought of Mahler. I have often been startled

indeed, unpleasantly startled—by the views of the younger generation about Beethoven. But the younger generation has a right to its opinion. Sometimes I think that I can point out to them things in Beethoven or Haydn which they have missed owing to careless hearing or want of historical knowledge; but they have often made it perfectly clear to me that, as regards certain aspects of Beethoven, my "reverence" was based on nothing more than solid tradition. Vienna has been a great musical centre in the past, but this little book illustrates the weakness of much that was formerly considered solid. Vienna still lives too much in its traditions; it is less friendly towards contemporary music than any other great capital. Another unwise "commandment" for the score-reader says, "If you are going to hear a work for the first time, leave your score at home; it will only disturb you." I should have said that a first hearing was exactly the occasion on which one most needed a score to follow, for the eye can often help the ear to perceive the chief train of thought. But evidently the law-giver is writing for people who cannot make much

of a score until they are already familiar with the sound of the music. If that is their case, why worry about a score at all?

I suspect here the professional and sacerdotal attitude towards music which is common in Germany. There they want to keep the amateur at a respectful distance. In England we know that the amateur can do as much for music generally as the professional,

THE MACKIE ETHNOLOGICAL EXPEDITION TO CENTRAL AFRICA.

STRANGE MARRIAGE CUSTOMS AND MORAL IDEAS.

THE Englishman who enters Central Africa to deal with natives must at once banish from his mind Western ideas of morality as being the only standard by which men are to be judged, and must rather seek to learn what are the rules and customs of the country in which he finds himself located. Should he be an official with administrative duties, or a missionary, these questions will affect him closely, and be of vital importance to his future success and usefulness.

At the outset, he needs to impress upon his own mind this fact, that strangeness and novelty do not necessarily mean immorality: he will find, in almost every instance, that a code of morals exists, and that, though there may seem to be laxity, it is only because he does not understand the code. Again, he must not think that, because he has discovered one rule which applies to one set of people, he is therefore in possession of all rules that apply to all Africa. He will find that what applies to one district may be quite inapplicable to another, so that no one rule can be applied to any large area.

The method of bringing up children differs in various tribes, and the way in which they are brought up has a bearing on the morals and marriage code of the society. In one tribe the children are not looked upon as the sole property of the parents, but of the clan. Hence, when a child is weaned, at the age of three, it is taken from the parents and placed with a member of the clan, who is responsible to the clan for its upbringing; and should it be

a girl, that person, who is usually an uncle, will arrange for her marriage; or if it is a boy, he will see that he is provided with a wife, when old enough to marry. During the early years of a girl's life, among the members of this tribe, the girl is expected to be cared for and guarded by the wife of the man

[Continued overleaf.]



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Photograph by Sport and General.

possibly more. But the amateur must use his brains and refuse to bow down in blindness. An orange may be a very beautiful thing in shape and colour; but I am not content to set it on a shelf and adore it. I want to dissect it and see how it is made, and I also want to eat it.

EDWARD J. DENT.

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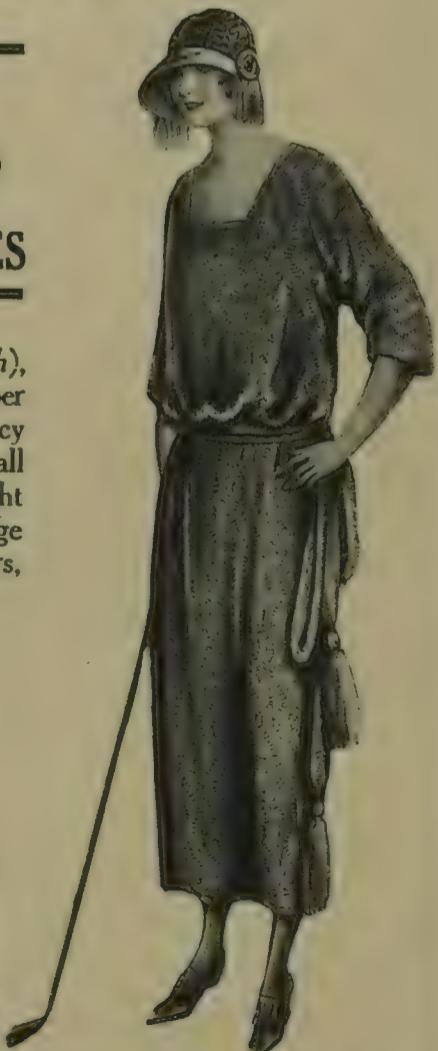
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HARPIC

Continued.

who is responsible for her upbringing. She will, as a matter of course, be betrothed when she is about thirteen or fourteen years of age. She has no voice in the choice of her husband; that is arranged for her by the uncle and her brother. Still, she can reject the youth who wishes to marry her, should she not like him, when he comes to see her and settle the marriage dowry. In the case of rejection, another youth may seek her; but, if she approves, the clan decides what amount of cattle and other goods the youth shall pay as a wedding sum for the girl. The amount is distributed among the members of the clan, and the father takes a share with them.

Should a girl become immoral before marriage, a heavy fine is imposed upon the youth who is guilty of the offence, and he is expected to marry the girl. If he refuses to marry, he will pay the fine and, when the child is weaned, he takes it to his home. If he refuses to pay the fine, the child becomes a slave to the members of the clan to which the girl belongs.

In another tribe of pastoral people, a girl is betrothed at birth to some boy who is also an infant. The boy's parents will pay a cow, or perhaps two cows, for the maintenance of the girl, and, when she is old enough to marry, she will be taken by the youth. At about ten years of age, the girl will be kept in the hut under her mother's care, and be fed with milk daily until she is too fat to walk. No man may see her; even her brothers are not permitted to hold conversation with her when alone. Should such a girl fall into disgrace, she is made to disclose her seducer, and both he and she are put to death. When a girl is old enough to marry, the bridegroom demands his bride and is told

the number of cows he has to pay the parents for her.

The number is about twelve, which the parents keep. On the marriage day, the father of the bride

sunset to her new home, where she is received by the bridegroom, who takes her through the kraal to her new parents; she sits first in her father-in-law's lap, and is then conducted to a chamber in the hut, with her sponsors.

When the cows are milked, the bridegroom comes, and his mother gives him a pot of milk, from which he drinks and hands it to his bride, and she drinks. This constitutes the marriage-pledge. The bride remains in seclusion for a month and then, with her husband, visits her parents, by whom he is received as a son, and is made to sit in the laps of first one and then the other. He may see and hold converse with his mother-in-law at any time, this custom, however, being contrary to that of other tribes. After marriage, the wife is expected to admit to her couch any guest her husband may bring, whereas, in other tribes, the husband jealously shields his wife from other men.

Among the pastoral people, owing to the milk diet, it sometimes happens that a man cannot afford to marry and support a wife; he will then go into partnership with one or two clan brothers and, together, they will marry a wife, the wife agreeing to this plurality of husbands. The children are the property of the eldest brother.

In other tribes, a girl has freedom to behave as she pleases; and, until marriage, her use of this freedom is not considered immoral; when, however, she is married, she must avoid familiarity with men other than her husband.

In each tribe immorality is punishable by death, but the standard by which this is judged differs from tribe to tribe.



BELIEVED TO BE THE FIRST CONTACT EVER MADE BETWEEN TWO PLANES IN FLIGHT: AMERICAN ARMY MACHINES COMMUNICATING BY A HAND AND LADDER DEVICE.

For the first time in the history of aviation, it is said, two planes are here seen making contact in flight, thus illustrating the possibility of transferring fuel or messages in the air. As the photograph shows, the small plane under the larger plane has a wooden hand, which catches a ladder on the large plane, by means of which the fuel or messages may be transferred.—[Photograph by Topical.]

makes a feast, to which the young men who go for the bride are invited; and the friends of the bride partake of this as a parting feast. The father sees the representative of the bridegroom and from him obtains a promise, on behalf of the bridegroom, that he will be good to the bride. She is carried at

not considered immoral; when, however, she is married, she must avoid familiarity with men other than her husband.

In each tribe immorality is punishable by death, but the standard by which this is judged differs from tribe to tribe.

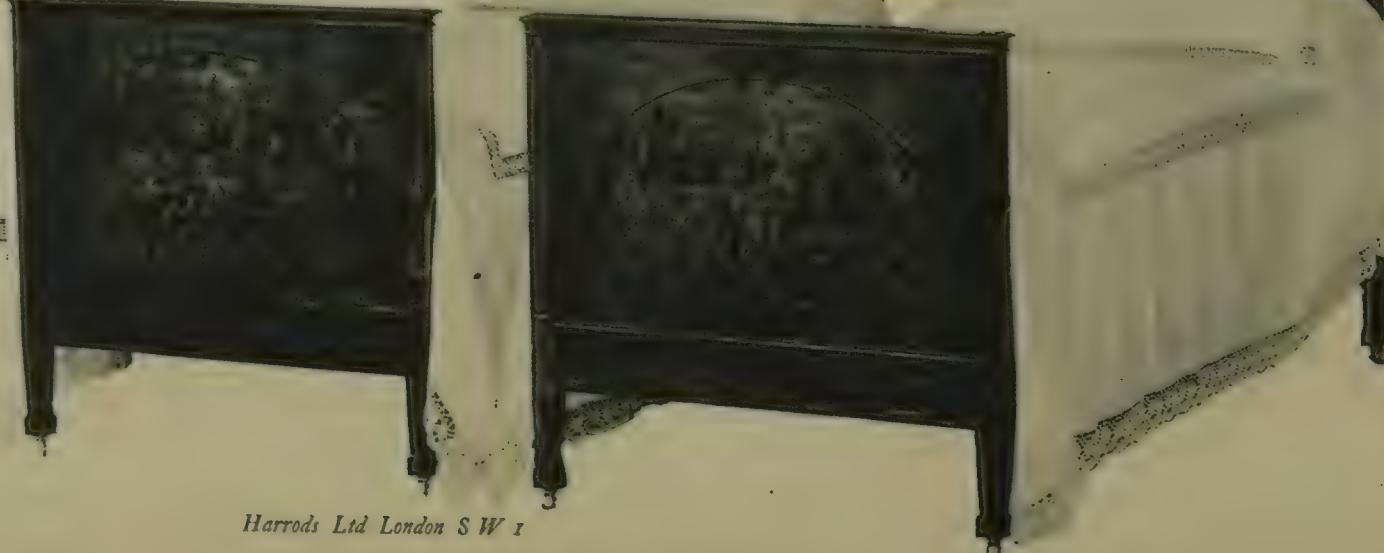
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Harrods Selection of Quality Bedsteads is such as you will not find equalled anywhere in the Kingdom for Quality, Variety and value. Harrods invite a personal inspection. Come to Harrods to-day!

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Soft and kindly to the feet—giving a grip on the hardest ground—lessening the fatigue of the longest and hottest day on the links.

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TRIUMPH Motor Cycles are
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THE CHRONICLE OF THE CAR.

The R.A.C. and
the London-
Edinburgh.

Everybody who has the interests of automobile sport at heart will be pleased to know that the deadlock

accepted the position and agreed to adopt the Closed Competition Rules, which carry, in event of dispute, an ultimate appeal to the stewards of the R.A.C.

Therein I think the M.C.C. was wise. Nobody, least

between the R.A.C. and the Motor Cycling Club regarding the London-Edinburgh run has been removed. When the R.A.C. decided to assume active control of all competitions, the Motor Cycling Club refused to come into line and to apply for a permit to run the London-Edinburgh under the Closed Competition Rules. The R.A.C. thereupon announced that it regarded the event as "unauthorised," and that participation in it might carry all the disabilities that follow upon a breach of the rules. As the Club had the backing of the S.M.M.T., this was sufficiently serious to have deterred a great many from entering in what has become a really classic event. Much correspondence ensued without any good result, and it began to look as though the event, in so far as cars were concerned, would be a complete fiasco. A meeting, however, was arranged between representatives of the two clubs, at which the S.M.M.T. was also represented, and the different points of view were clearly laid down and discussed. The result of this meeting was that the Motor Cycling Club

the conduct and organisation of M.C.C. competitions have always been a model of thoroughness and attention to the last detail. That being so, I think it should have been perfectly obvious that the action of the R.A.C. was not aimed in any way at this club; and the charge, which was openly made, that the London-Edinburgh was being "attacked" showed a surprising want of tact and appreciation on the part of the M.C.C. executive. The action taken was clearly in the best interests of the sport in general, and I think it should have been so regarded by all those clubs which had nothing to fear. However, the incident is happily at an end, and it is to be hoped that no others will arise.

Differential or
No Differential.

A great deal of discussion has taken place recently regarding the use of a differential or its absence in the case of small cars. There has been a distinct cleavage of opinion, each side claiming practical advantages for its own theories. On the one hand, it has been said that the differential is quite unnecessary as a part of the design of the light car, that the differential-less car is less inclined to skid than one in which a

differential is incorporated, and that the amount of extra wear of the rear tyres is negligible. On the other hand, it is contended that without the differential

[Continued overleaf.]

AT MR. J. B. JOEL'S COUNTRY SEAT: A 23-60-H.P. VAUXHALL WITH A HANDSOME KINGSTON BODY.

This photograph was taken at Childwickbury House, near St. Albans, the home of Mr. J. B. Joel, the well-known racehorse-owner. The car is a fine specimen of British workmanship.

of all the R.A.C., has ever questioned the ability of the M.C.C. to organise and conduct its own events. Even less have its bona-fides been doubted—in fact,

DODGE BROTHERS TOURING CAR

The motor develops over one and a half horse-power for each hundredweight of car. That means exceptional performance on top-gear. Speed, flexibility, rapid acceleration, hill-climbing ability, and above all, economy—these are the advantages attained from the high power-weight ratio of Dodge Brothers Touring Car. Write for Touring Car folder to Dodge Brothers (Britain), Ltd., London, S.W.6.

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Major T. D.—Jan. 10th, 1923 (Ref. No. 637).

"Although I used to think the other model as perfect as cars could be, the present one is in many respects superior."

Sir H. T.—March 10th, 1923 (Ref. No. 665).

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B.D.—March 22nd, 1923 (Ref. No. 667).

The original letters may be seen on application.

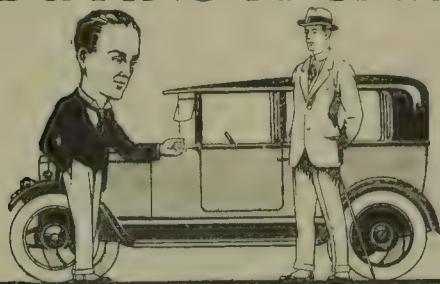
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If you want a powerful car representing remarkable value amongst water-cooled Light Cars, you could not do better than

GET AN 11 H.P. STANDARD

Two-Seater model with All-Weather Body, Dickey Seat, Electric Lighting and Starting, 5 Lamps, Speedometer, Spare Wheel and Tyre, Spring Gaiters and complete equipment at £250.

If you desire to take advantage of our Deferred Payment Terms, here they are:

To list price of 11 h.p. 2-seater	£250.00
Plus insurance premium for one year	£12.15.0
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Come to Harrods and inspect the range of fashionable Earrings now being displayed in the Jewellery Salon on the Ground Floor.

Chinese Jade Drop Earrings (J 214/8), mounted Pearls and Diamonds, with screw fittings for unpierced ears. Per pair £5 5 0	Chinese Jade Drop Earrings (J 214/9), mounted with Pearls and Diamonds, Per pair £7 0 0
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These Earrings can be supplied with either screw or wire fittings.

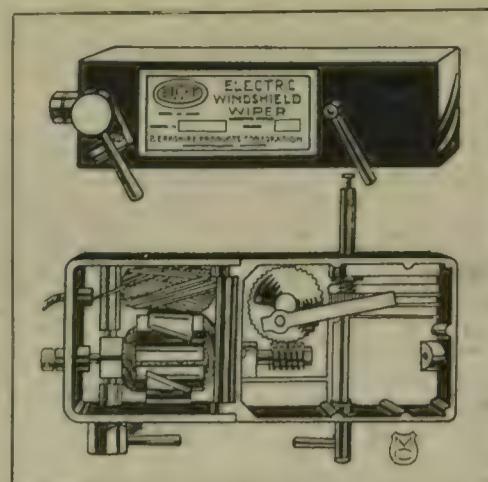
HARRODS

KNIGHTSBRIDGE
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there is a marked loss of manoeuvring power in small spaces, that cornering is more difficult, and that tyre-wear becomes a serious factor.

A new test, under the observation of the R.A.C., is very illuminating. The test was carried out at Brooklands, the car making two runs of fourteen miles each at a uniform speed of just over eleven miles an hour within a circle of seventy feet diameter. In the first place there was no differential gear in action, and in the second the differential functioned normally. At the end of the two runs the amount of wear on the tyres was ascertained by weighing them, and it was found that the loss of weight was as follows: With differential—near front, 8 oz.; off front, 1½ oz.; near rear, 5½ oz.; off rear, 4 oz. Without differential—near front, 16 oz.; off front, 4 oz.; near rear, 6½ oz.; off rear, 17½ oz. This seems to settle the question in so far as tyre-wear is concerned.

The Clear Screen. Most of the really clever accessories seem to come from America. In this uncertain climate nothing is more desirable than some means of keeping the wind-screen clear in rain or snow. The best our own accessory manufacturers have been able to do for us is the hand-



THE BERKSHIRE ELECTRICALLY OPERATED WINDSCREEN CLEANER, SHOWING THE DETAILS OF THE MOTOR AND DRIVING GEAR.

operated screen-wiper, which is, frankly, a nuisance—better than nothing at all, but not much. The American, on the other hand, seems to believe in automatic devices which eliminate the personal element. The suction-operated wiper is good in its way—it is American, of course—but where it fails is that it does not work when the throttle is opened. I have used one of this type for some considerable time, and have found it very much better than the hand-operated crudity. Recently I have become possessed of something even better, in the shape of a wiper called the Berkshire, which is electrically operated. It is exceedingly clever. A little electric motor drives a worm-gearing which in turn operates the squeegee through an eccentric crank and rack and pinion gear. It takes very little current, and is absolutely certain in operation. It is the best thing of its kind I have yet discovered, and seems to me to be quite essential as an accessory to, at any rate, the closed type of car. Having used it in rain, I would not be without it.

Road Service for Motorists. It is obvious to the Automobile Association that all past records in regard to motoring will be surpassed during the coming summer. During the past [Continued overleaf.]

The car illustrated below is the standard 19·6 h.p. Crossley Touring Car, a duplicate of the Record Breaker—£795 complete



The 19·6 h.p. Crossley—The Record Breaker

ASK FOR A COPY OF THE R.A.C. CERTIFICATE

THE remarkable figures shown below are taken from the official Certificate issued by the R.A.C. in respect of the 19·6 h.p. Crossley which completed 20,000 miles under the observation of the R.A.C. and broke all R.A.C. Certified Trial Mileage Records. They prove, in the most practical manner, extraordinary reliability and economy. Note the figures, obtained over a road trial of 20,000 miles:

FUEL CONSUMPTION

OIL

TYRES

The same four tyres were used throughout. There were no punctures and the tyres were in sound condition at the end of the 20,000 miles.

Rapson Tyres were fitted. Wakefield Carbonless C.W. Motor Oil was used.

26·12 m.p.g.

6,154 m.p.g.

AFTER the completion of the 20,000 miles, the 19·6 h.p. Crossley attained a speed of over 59 miles per hour on Brooklands Track, WITHOUT ANY ALTERATION OR ADJUSTMENT TO THE CAR WHATEVER.

In so far as this advertisement refers to R.A.C. Certified Trials it has been approved by the R.A.C.

IMPORTANT NOTE: The 19·6 h.p. Crossley which has undergone this trial is guaranteed by the manufacturers to be absolutely a standard car in every way.

Crossley

12/14

A car which is giving tremendous satisfaction, and which has no equal in its class, either for specification or performance.

Built with the same care and precision as characterises the Crossley 19·6, it represents extraordinary value for money.

The engine is delightfully responsive; clutch exceptionally smooth and silky, steering light and easy. The car is well finished throughout and upholstered in leather.

An illustrated catalogue giving details of the various bodies fitted to the 12/14 h.p. Crossley chassis will be gladly sent on request.

Four or two-seater Touring car.

£475

The 20/70 h.p. Crossley Sports.

Mr. S. F. Edge, after trying this model, said "With the exception of a car of much higher horse-power and much more expensive than yours, you have the fastest genuine standard car in the world." You will be interested in full details of this unique car.

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because the pure juices of the natural fruit are used in their making. Pure water from the famous IDRIS Artesian Wells, pure ingredients, and scrupulous care throughout every stage of their preparation ensure perfect purity and a wholesome, palatable drink.

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Each possesses a distinctive character, appealing to varying tastes but all are marked by

- the same high quality
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Supplied at the leading Hotels, Restaurants, etc., or for HOME USE order from your Grocer, Stores, Wine Merchant or Chemist.

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the Hair always looks smart and tidy when ANZORA is used. It gives the Hair that glossy appearance so noticeable on men who take a pride in turning out perfect.

Being clean, easy to use, and delicately perfumed, it has become the recognised Hair controller for the man who cares.

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Anzora Cream for greasy scalps and Anzora Viola for dry scalps are sold by Chemists, Hair-dressers, Stores, etc., in 16 and 2½ (double quantity) bottles.



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Progressive System of Infant Feeding

Modelled on Nature it provides a food specially adapted to each phase of baby's developing digestive powers, and supplies at the appropriate times the nourishment best suited to promote the healthy growth and development. From birth to three months 'Allenburys' No. 1 Milk Food, which is practically identical with mother's milk, is employed. From three to six months this is replaced by the 'Allenburys' No. 2 Milk Food containing additional phosphates and albuminoids. At the end of the sixth month the developing digestive capacities of the child call for something more than milk, and this is provided for by the 'Allenburys' Malted Food No. 3.

The 'Allenburys' Foods are prepared at Ware, Hertfordshire from the pure milk of pedigree cows pastured in the Home Counties.

Write for a free copy of the 'Allenburys' book on 'Infant Feeding and Management,' and a sample of Food suited to the age of your baby. Please do not forget to state baby's age.

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Being A Challenge to Useless Expense In Closed Cars

You buy a motor-car for reliable transportation. You prefer a closed car for comfort. Body accessories and ornaments have little to do with either.

Do you want them?

Within the limits of a moderate-priced closed car you can get only so much. Ornate body fittings, smokers' companions, clock, vanity cases, etc., add nothing to car performance. They do add to cost.

Essex elects to put the value elsewhere—to build a comfortable, durable, closed car of smart appearance—to mount it on the superb Essex chassis with what experts have called the most wonderful motor of its size in the world. The rigid overstrength Essex frame, the smooth, positive clutch, the simple controls and strong rear axle are some features of that chassis.

Open car cost shows the mechanical value you get in any closed car. The difference shows what the closed body costs. So, consider well the types of closed cars that sell for £460 upwards. You will also find that the price of the Essex Coach shows the lowest ratio in open and closed car prices ever attained.

In no car can you get more than you pay for. It is for you to decide whether your money shall go for a costly body or for real automobile performance and lasting quality.

Essex Coach brochure and specifications free on request.

Essex Coach — £460 — Essex Coach

4-5-Seater Touring £395.	2-Seater Cabriolet, £440.	5-6 English Roadster, £445.	18.2 h.p. Essex Chassis, £350.
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These prices are for cars equipped with Artillery Wheels, Detachable Rims, and include 5 non-skid Cord Tyres. Fitted Wire Wheels, £15 15s. extra.

HUDSON & ESSEX MOTORS OF GREAT BRITAIN LTD.

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Continued. month over 5000 new members joined the Automobile Association. Each week shows a considerable increase. In order that the growing needs of A.A. members in regard to roadside services, etc., may be adequately met, an extra seventy-five A.A. road-service outfits have been ordered for immediate delivery, and a hundred ex-Service men are being added to the already extensive road-patrol organisation. The road-service outfits are motor-cycle combinations, driven by patrols able to assist members in regard to minor roadside troubles; the carrier boxes on these outfits, in addition to having small supplies of petrol and oil, have a pump for inflating tyres, a fire-extinguisher, and a useful kit of tools.

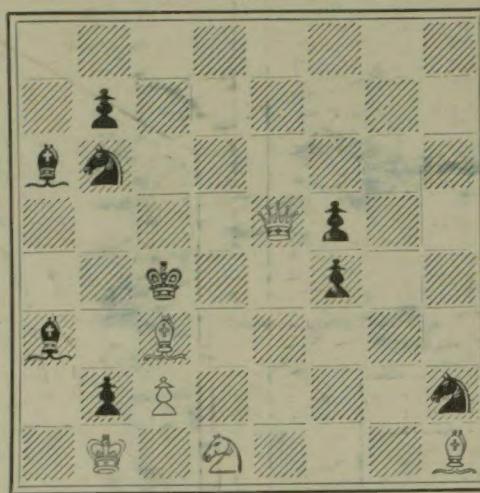
An American Visitor. One of the leaders in the American motor industry is Mr. Frederick J. Haynes, President of the Dodge Brothers Corporation, who is now on his first visit to this country. Mr. Haynes has had a remarkable production experience, for it was very largely due to his efforts, first as works manager and afterwards as general manager, that the phenomenal increase in Dodge Brothers' output took place. In 1914 their plant occupied 20 acres only and employed 4000 hands. To-day it extends over more than 120,000 acres and employs 17,000. Under his superintendence, more than 850,000 Dodge Brothers cars have been delivered to the public. Not the least tribute to his supervision is the fact that Dodge Brothers car has, in the United States, the reputation for maintaining an unusually high second-hand value. As motorists are aware, this is the acid test of quality; and that Dodge Brothers motor-cars sustain it so successfully is largely attributable to Mr. Haynes's unwavering policy of concentrating exclusively on one chassis type, and of building into it all the refinements and improvements that experience suggest.

W. W.

To CORRESPONDENTS.—Communications for this department should be addressed to the *Chess Editor*, 15, Essex Street, Strand, W.C. 2.

PROBLEM NO. 3906.—BY E. E. MAYBEE (FERGUS, ONTARIO).

BLACK.



WHITE.

White to play, and mate in two moves

SOLUTION OF PROBLEM NO. 3904.—BY THE LATE J. PAUL TAYLOR.

WHITE

1. K to Q 2nd
2. Mates accordingly.

BLACK

Any move

CORRECT SOLUTION OF PROBLEM NO. 3901 received from R D Kerawala (Bombay); of No. 3903 from W J Salusbury-White (Leicester); of No. 3904 from P W Hunt (Bridgwater), E M Vicars (Norfolk), Senex, A W Hamilton-Gell (Exeter), W J Salusbury-White,

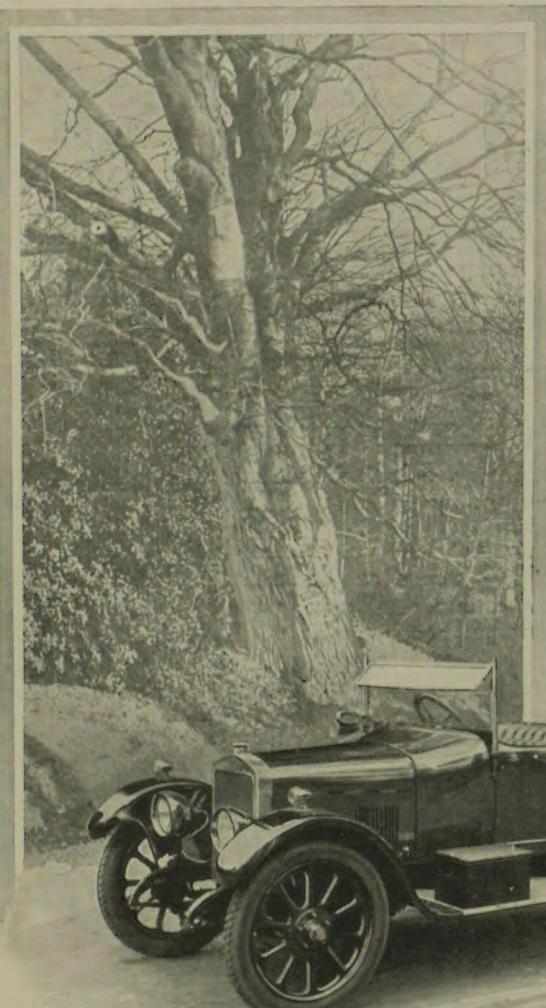
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2/3 & 4/5 Seaters

£685

Other Models:

16/40 - - £895

24/60 - - £1220

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DELIVERY.

THE SUNBEAM MOTOR CAR COMPANY, LTD.,
Head Office and Works
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WOLVERHAMPTON,
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106, Deansgate.

CHESS.

R. P. Nicholson (Crayke), H. Grasett Baldwin (Farnham), A. B. Duthie (Greenock), C. A. P. E. J. Gibbs (East Ham), L. W. Cafferata (Newark), Rev. W. Scott (Elgin), and Albert Taylor (Sheffield).

CORRECT SOLUTIONS OF PROBLEM NO. 3905 received from H. W. Satow (Bangor), A. W. Hamilton-Gell (Exeter), S. Homer (Kensington), Senex, G. Stillingfleet Johnson (Cobham), H. Grasett Baldwin (Farnham), C. H. Watson (Masham), H. F. Gloton (Wandsworth Common), A. Edmiston (Worsley), G. M. Harrison and M. Westwood (Tottenham College), E. J. Gibbs (East Ham), R. P. Nicholson (Crayke), A. B. Duthie (Greenock), W. C. D. Smith (Northampton), and L. W. Cafferata (Newark).

PROBLEMS received with thanks from G. Stillingfleet Johnson, W. R. Kinsey, S. Homer, and A. Pereira da Silva.

CHESS IN CARLSBAD.

Game played in the International Masters' Tournament between Messrs. Alechine and Rubinstein.

(Queen's Gambit Declined.)

WHITE (Mr. A.)	BLACK (Mr. R.)
1. P to Q 4th	P to Q 4th
2. P to Q B 4th	P to R 3rd
3. Kt to K B 3rd	Kt to K B 3rd
4. B to Kt 5th	Q to Kt Q 2nd
5. P to K 3rd	B to K 2nd
6. Kt to B 3rd	Castles
7. R to B sq	P to B 3rd
8. Q to B 2nd	P to Q R 3rd
9. P to Q R 4th	R to K sq
10. B to Q 3rd	P takes P
11. B takes B P	Kt to Q 4th
12. B to B 4th	Kt takes B
13. P takes Kt	P to Q B 4th
14. P takes P	Q to B 2nd
15. Castles	

So far the game has gone on familiar lines, and no one at this point would regard either position as much better than the other. If any preference existed, it would probably be in favour of Black.

15. Q takes K B P
16. Kt to K 4th

But now, by the lure of a Pawn, White secures the opportunity for one of the finest attacking combinations modern chess has produced.

16. Kt takes P
17. Kt takes Kt
18. B to Q 3rd

Kt takes P
B takes Kt
P to Q Kt 3rd

WHITE (Mr. A.)	BLACK (Mr. R.)
Black naturally wished to maintain his B at B 4th, but it would have been much better to play B to Q 3rd.	

19. B takes P (ch) K to R sq
20. B to K 4th R to R 2nd
21. P to Q Kt 4th

The beauty underlying this is not immediately seen, but it now:

21. — P takes B, 22. Q takes B wins. In fact, there is only one square for the Bishop to go to.

22. Q to B 6th R to Q 2nd
23. P to Kt 3rd Q to Kt sq
24. Kt to Kt 5th K R to Q sq
25. B to Kt 6th

In the finest style of chess. If now:

25. — P takes B, White's winning reply is 26. Q to Kt 2nd.

26. Kt takes P (ch) R takes Kt

27. B takes R Q to K B 4th

28. K R to Q sq R takes R (ch)

29. R takes R Q takes B

30. Q takes B K to R 2nd

31. Q takes R P Q to B 6th

32. Q to Q 3rd (ch) Resigns.

White worthily wears the mantle of Tchigorn.



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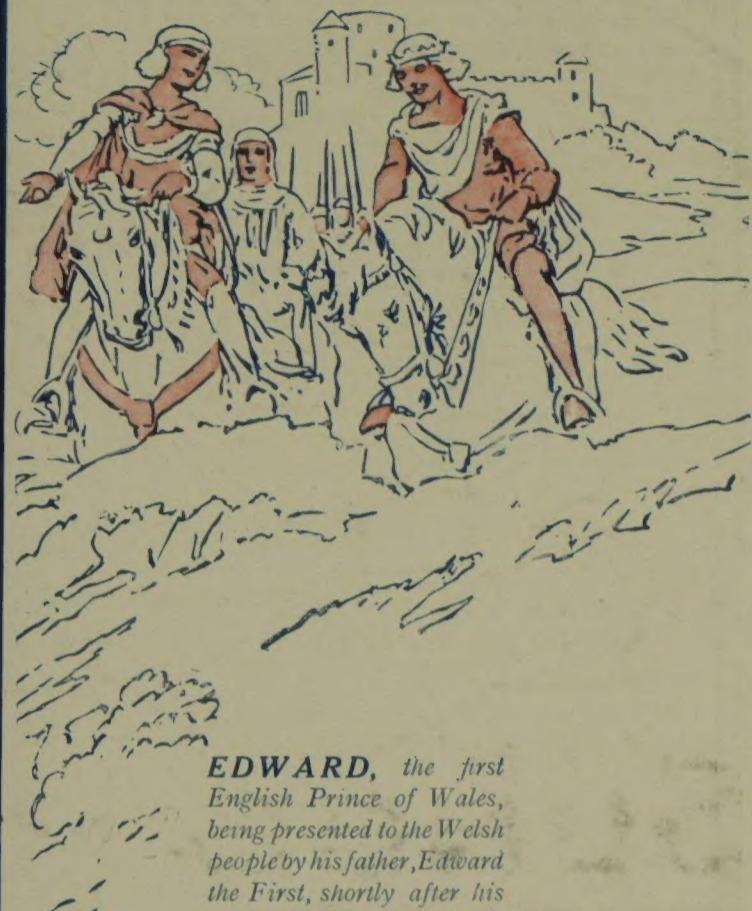
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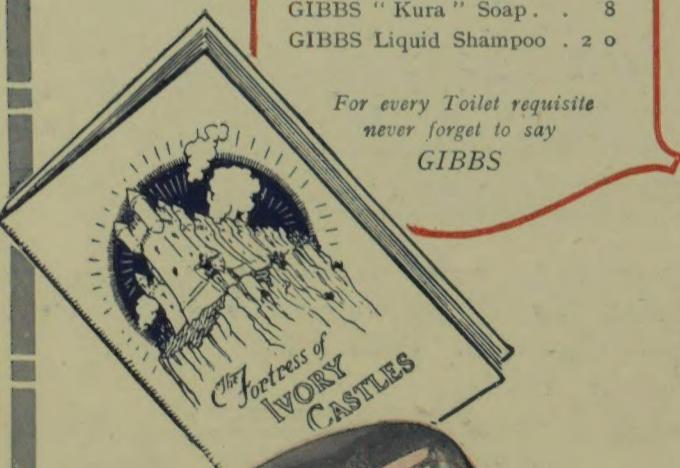


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